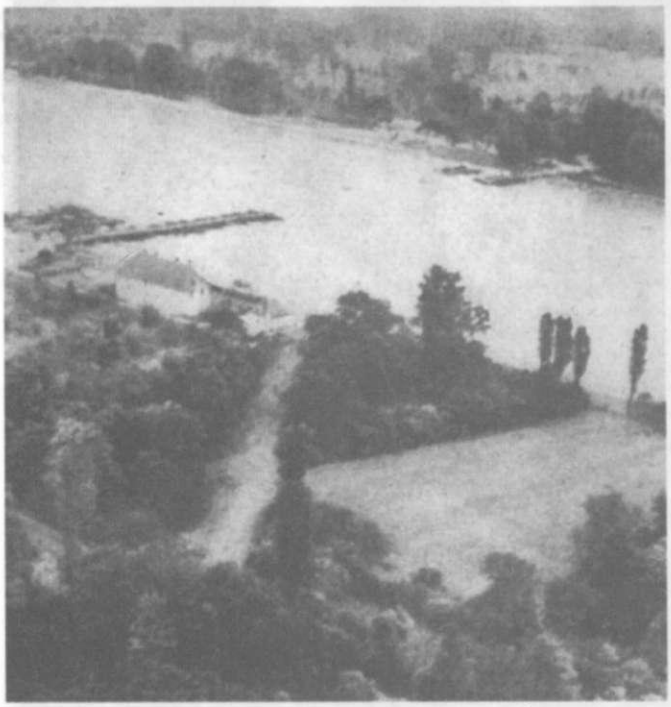
The War Illustrated

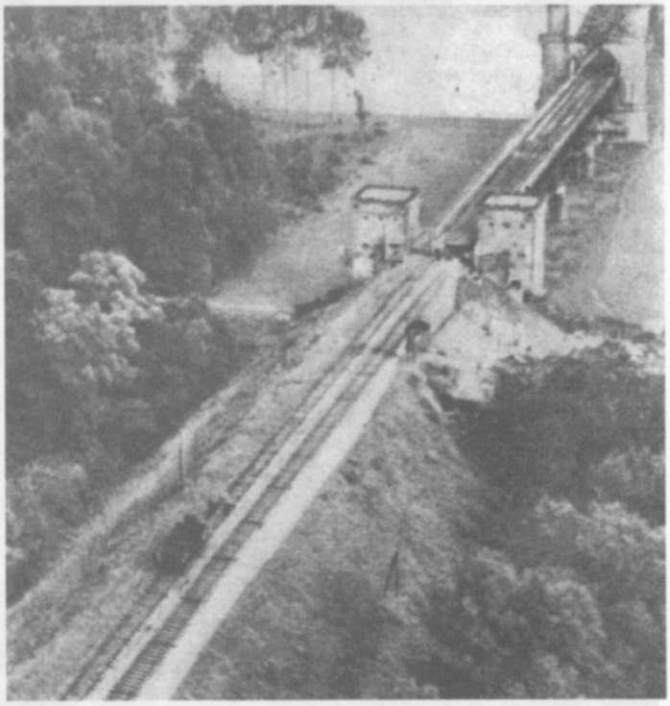
Vol. 1 A Permanent Picture Record of the Second Great War No. 8

In the course of his speech to the Reichstag on September 1, 1939, Hitler declared, "I will not make war on women and children." This photograph taken in a field near Warsaw shows that his words were once again falsified by the event. A ten-year-old Polish child kneels in anguish by the side of the mangled body of her elder sister after a Nazi aeroplane had swooped down and poured a rain of bullets on her and other girls and women working in the potato fields.

Photo, Wide World

Under the All-Seeing Eyes of the Royal Air Force





These three photographs show the results of some of the daring reconnaissance flights that the R.A.F. made on the Western Front in the first weeks of the war. That at the top of the page is of Völklingen, a mining town about 6½ miles west of Saarbruecken. It proves the remarkable degree of perfection to which aerial photography has now attained, for, though taken at a height of 20,000 feet, every landmark in the town is clearly visible in the enlarged print. The distance between the points marked A and B is about 1 mile. Bottom left is a pontoon bridge across the Rhine from which the centre pontoons have been removed by the French. This photograph was taken from a height of 600 feet. Right is a railway bridge across the Rhine; at the nearer end are gates closed as a temporary defence.

Photos, Royal Air Force: Crown Copyright Reserved

Waiting for Zero Hour in the West

After many days during which there was but little to report on the Western Front, the war developed an active spurt on Oct. 16 with the launching of several German attacks on the Moselle Front.

An observer officer of a British anti-aircraft gun is seen above on the look-out. The gun and its crew have found a natural camouflage in a thicket.

Photo, British Official; Crown Copyright

So quiet were the opening weeks of the war that some of the German troops in the line on the Western Front did not know that there was a war on! Such a state of affairs would have been inconceivable in the Great War, but in 1939 it was quite understandable when the armies were not occupying lines of trenches in the open but were in fact garrison troops in permanent fortifications. Moreover, their superiors had done their best to keep the German rank and file in complete ignorance of the situation, and the fact that they were at war was not realized by some until they were actually taken prisoner. Those men who came from quiet sectors of the line were told that they were on manœuvres, and that the ominous bangs which they heard on their right or left were just the results of target practice or blasting.

Taken prisoner and interrogated by their captors, these innocents were flabbergasted to learn the truth. One of the prisoners is reported to have said: "A war against France and England with the Bolsheviks as our allies! No, that just can't be true." When assured that it *was* true, he added that "then there will be trouble. But not at first, because as Germans don't think for themselves any more it will take some time for them to realize they have been deceived. After all, Hitler got everything without war." "Poland?" queried the interrogator. "Oh," came the reply, "that doesn't count, that was just exercising the troops."

Confronted by such an exhibition of carefully-fostered ignorance, the officers making the examination reported that the captured Nazis talked like men who, after years of living amidst savages, had at last resumed contact with civilization.

By the middle of October, however, there can have been few Germans in the vicinity of the Siegfried Line who were not aware that not only was there a war in progress, but that they were engaged in it, and very shortly might be called upon to go "over the top." French commentators said that all the signs went to show that the enemy was preparing a great offensive in which the maximum of material would be used and between 700,000 and 800,000 men. Watchers in the advanced positions of the French line reported twinkling flashlamps and the striking of matches in the opposite positions—indications of troops moving up into the forward zone, and, moreover,

French reservists are liable to be recalled to the colours up to the age of 49, but the older men are not usually sent into the front line. Upper photo, an elderly Poilu who does duty as a cook sits in his open-air kitchen to write a letter home. Bottom left, French soldiers are examining German land-mines which were discovered during a French advance and removed before they exploded. Right, a captured German machine-gun is an object of curiosity. The perforated sleeve is for cooling the barrel.

Photos, Associated Press

French soldiers are seen above on outpost duty on the Western Front. They are using an automatic rifle, supported on a rolled greatcoat, a weapon too heavy to be held to the shoulder. One magazine is in place, and the man on the left holds another ready to replace it. The bell formation of the muzzle is an anti-flash device.

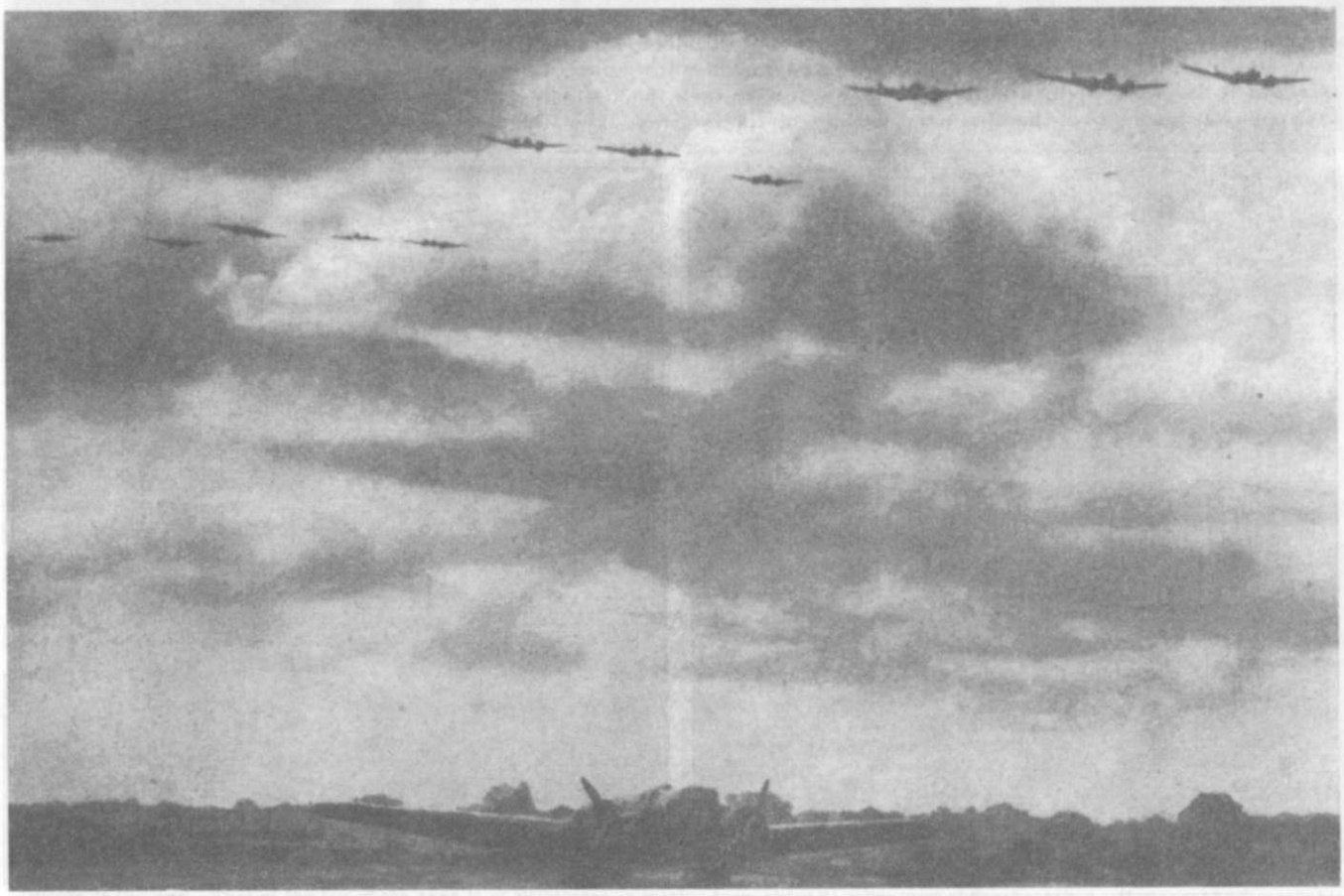
troops under uncertain guidance. Some of the old soldiers who peered through the murk at the moving lights may well have asked, " What would have happened to us in 1917 and 1918 if we had shown a light like that ? " Airmen returning to their headquarters from night reconnaissances reported that six or eight miles behind the line they had detected the headlights of lorries all moving towards the front, and it was reasonable to suppose that the intermittent flashing and dimming was due to obstacles encountered on the road —unlighted vehicles and bodies of marching troops. Then, too, the photographs of the Siegfried defences, taken day after day and sometimes several times a day, gave many a clue to the expert eye.

Following reports of great activity behind the German lines accompanied by heavy artillery and machine-gun fire, on the morning of October 16 the Germans launched an attack on a front of about four miles immediately to the east of the Moselle. According to the French War Communiqué No. 86, the attackers, supported by artillery fire, " occupied the height of the Schneeberg on which we had a light line of observation posts supported by land mines. Caught under our fire, the enemy attack came to a halt and they even had to withdraw to the north of Apach, into which village they had momentarily penetrated."

A further communiqué announced that " the Germans launched a second attack supported by heavy artillery in the region east of the Saar over a front of about 20 miles. Our light troops fell back fighting in accordance with their mission, but our fire held up the enemy at the prearranged line."

Later it was given out that the French, in anticipation of the attack, had withdrawn from their advanced positions, leaving a quantity of mines behind them, which, as the Germans advanced, exploded and killed a large number. The Germans were reported to have employed six divisions and to have suffered more than 1,000 casualties.

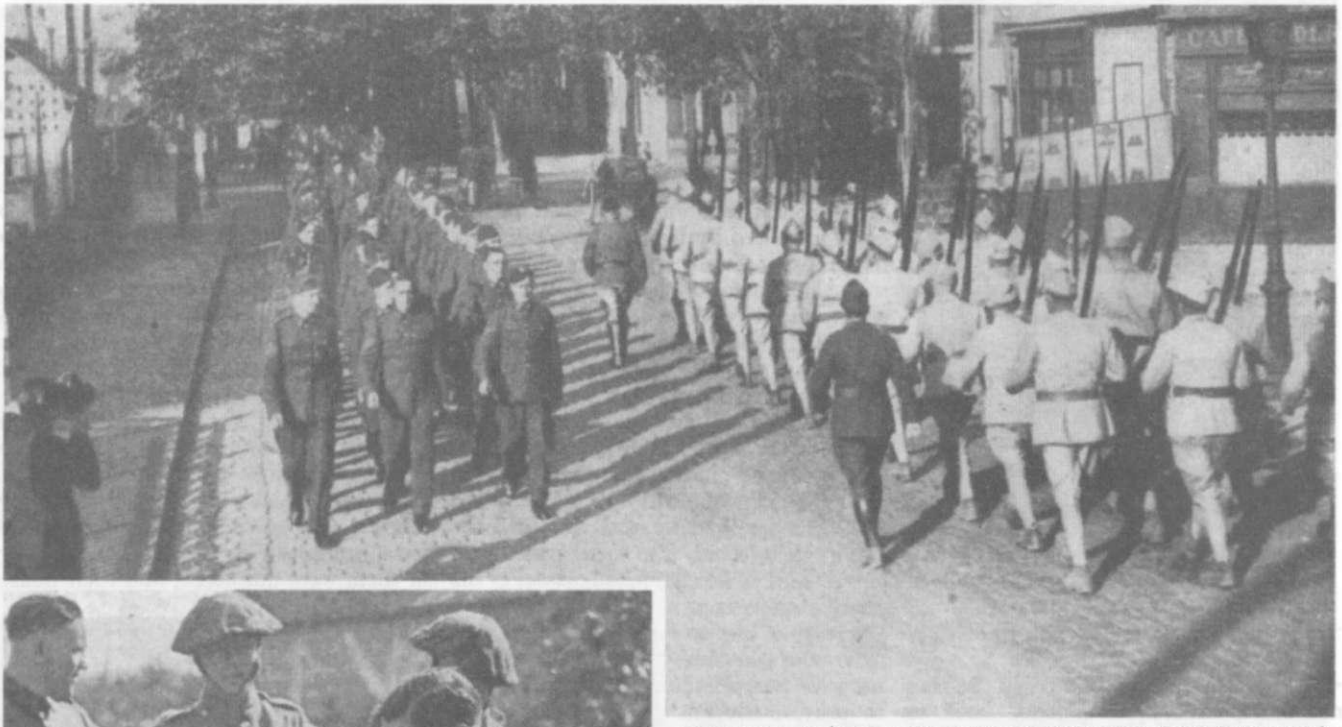
So the attack collapsed, blown into nothingness by the concentrated fire of the French guns. The zero hour of the great offensive had not come—yet.



The British and French air forces early showed marked superiority over the German air force, and there was surprisingly little interference with their reconnaissance flights over the German line. Above, French aeroplanes are returning to an aerodrome after a flight over the German lines with no losses. On the ground is a machine that has just landed. The camouflage, natural and artificial, of all Allied aerodromes made it difficult to recognize them from the air when once the machines were housed.

Photos, Planet News and Keystone

They Follow in Their Fathers' Footsteps



There is a marked contrast between the colour of the British and French uniforms, as can be gathered from this photograph of two detachments of Allied soldiers passing through a French town, the British in khaki, the French in horizon blue.

Photo, Planet News

In the last war every British soldier generally managed to get a shave and a haircut even under difficult circumstances, and in the centre photograph of an Army barber at work the same desire for personal neatness is manifest in the soldiers of today. The British Army in France is not suffering those discomforts which the first B.E.F. endured in the autumn of 1914. The men above, photographed in October 1939, are manning an anti-aircraft gun in a field just behind the line as yet untouched by war or weather.

Photo, British Official: Crown Copyright

The Poles Pay the Price of Defeat

While the Nazi and Soviet negotiators were still haggling over the exact division of the spoils of the Polish campaign, their victim was writhing in the angu.sh of defeat and its horrible accompaniments.

Here on parade is a Nazi motorized unit in occupied Polish territory.
Photo, Planet News

HITLER played the role of conquering hero on October 5. He came to Warsaw, but he did not stay; instead, he hurried back to Berlin to prepare his speech for the Reichstag, in which he claimed that the Nazi conquest of Poland had been carried out with losses which, considering what had been achieved, were a mere trifle of 44,000 killed, wounded, and missing.

(It may be remarked that, according to the "Arbeiter Zeitung," of Zürich, the real German losses in the campaign were 91,278 dead, 63,417 seriously wounded, and 84,938 slightly wounded. These figures, stated the Swiss newspaper, were based on confidential statistics drawn up by the German War Ministry. It was further reported that 190 German tanks were destroyed and 361 damaged, while the losses incurred by the German air force were 89 fighters, 216 light bombers, 107 heavy bombers, and nine observation 'planes.)

Hitler did not stay long enough in Warsaw to form any real idea of the damage caused by his essay in *Blitzkrieg*, but those officials who were entrusted with the control of the city found themselves faced with a problem of vast magnitude and baffling complexity. On a German estimate, 80 per cent of the city was in ruins. At least 16,000 people had been killed during the siege, and many of them were still unburied. The emergency hospitals were crammed with some 80,000 wounded. The water mains had been wrecked by shell fire, and the water was infected. The social system had largely broken down, and all classes of the population were on the verge of starvation. The conquerors were compelled to provide 600,000 meals a day, and also to install a number of fountains of pure water. In spite of what they could do, however, typhoid and cholera had already given signs of their dread approach.

Something like a reign of terror continued in those districts where the Gestapo succeeded in establishing itself. The spy system which had been developed to such lengths in Nazi Germany was introduced with good effect into Warsaw, and large numbers of Poles, denounced as anti-German or members of Polish patriotic societies, were arrested and dispatched to concentration camps in Germany. In the capital, as in many of the provincial towns and villages, the local citizens were compulsorily enrolled in the labour corps, and forced to work in the fields and to help clear up the abominable litter left in the wake of the machines of war.

On the Soviet side of the line of demarcation there was a terror of another kind, in which the landowners and officers, and to some extent the priests, were subjected to persecution. Many of them were murdered, and their houses and estates were plundered and confiscated. The peasants joyfully appropriated the acres whose harvests had hitherto gone to fill the barns of their masters.

But what was perhaps the most tragic act in the Polish drama was being performed in Rumania, where thousands of Poles of both sexes, of all ranks and occupations, had taken refuge. They wandered about the countryside in miserable procession, ragged and half-starved. Without homes, unable to return to their native land, nor always

The negotiations for the surrender of Warsaw took place in a German military motor omnibus. General Blaskowitz, the Commander of the Nazi forces, is seen above, second from the left, dictating the terms. Right, Polish officers surrendering their arms.
Photos, Associated Press

Child Victims of Hitler's War of Frightfulness

The full fury of the Nazi onslaught from the air is illustrated in the two photographs in this page. In one, taken in Praga, a suburb of Warsaw, a little figure of such infinite pathos as to move the stoniest heart sits in stunned bewilderment amidst the ruins of what was once his home. The air raid of which he was a victim destroyed twenty blocks of dwellings inhabited by the poorest class. In the other picture another child victim has managed to save one treasured possession from the horror that has come upon him—his canary.

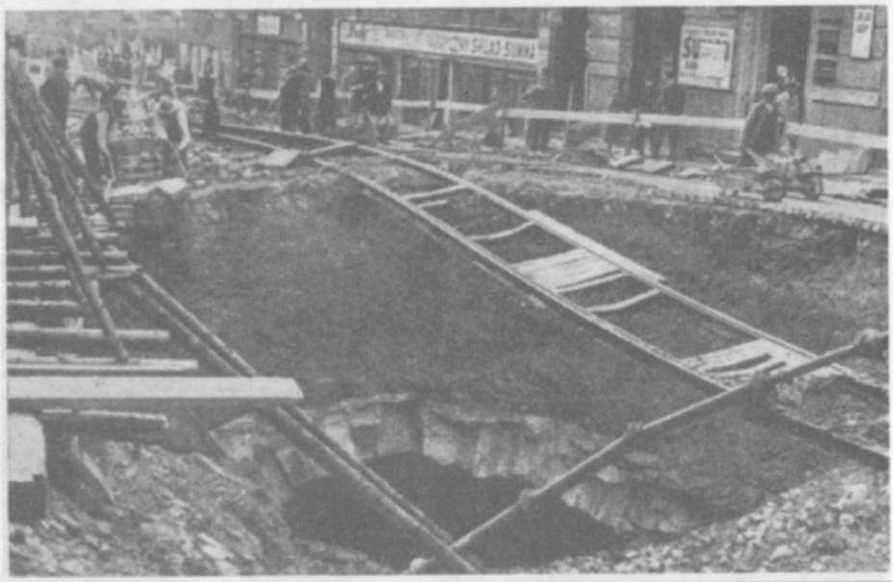
Photos, Wide World

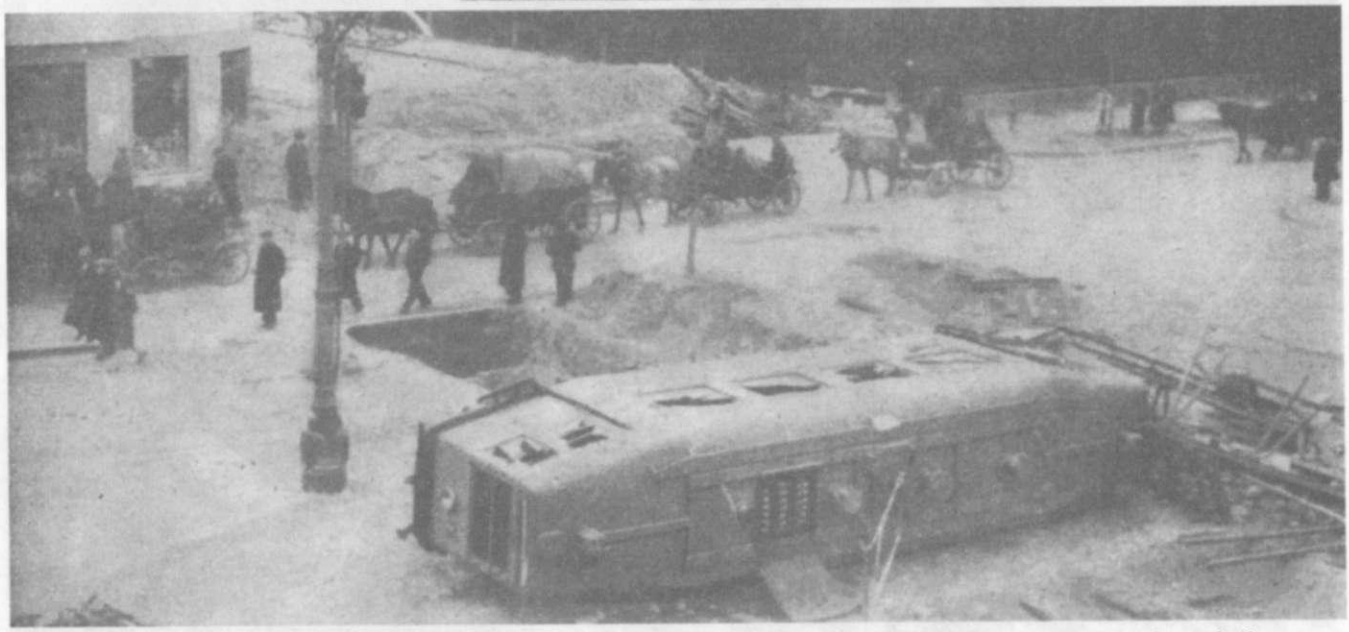
Tortured Warsaw Surveys Her Wounds

The utter destruction that came to Warsaw is well seen in this photograph. A couple of German soldiers and a derelict car are the sole occupants of a once prosperous and busy street.

welcome in a country which had its own problems and to spare, they trudged through the autumn days, and at night huddled into doorways or found a bed in some lonely barn. All the worldly goods which the war had left them were contained in the pitifully small bundles which they carried on their backs or pushed before them in little handcarts.

Perhaps still more pitiable was the condition of the Polish leaders. Ex-President Moscicki found refuge in the little town of Sinaia; Colonel Beck was there too in a sanatorium. Marshal Smigly Rydz and his lady were in a palace at Craijowa; and other ministers found a temporary resting-place at Herculanee, near Turnu Severin on the Danube.





Besides damage to buildings Warsaw suffered the almost complete destruction and immobilization of her transport services. In the centre photograph is a huge crater formed by a bomb that dropped in a main street and penetrated to the tunnel of the underground railway. But life must go on, and the first efforts to mitigate the disaster are being made. In the photograph below is another wrecked street, with a tram-car lying on its side in the roadway, having been caught by the blast of a shell, or it may have been used as a barricade.

Photos, Planet News and Associated Press

The Bolshevik Flood Reaches the Baltic

For years Hitler vociferated that Nazism was Europe's principal embankment against Bolshevism. In 1939, however, he himself opened the flood-gates by his pact with Moscow, and so made it possible for the Bolshevik tide to engulf the Baltic lands.

As the result of a practically bloodless campaign Stalin seized almost half Poland. Still he was not satisfied. Less than a month after the Red army invaded Poland, Soviet troops were massed in menacing readiness on the frontiers of the three Baltic republics of Estonia, Latvia, and Lithuania.

Estonia was the first to come to terms with her great neighbour. On September 29 a Soviet-Estonian pact of mutual assistance was signed, following which large detachments of Russian troops crossed the Estonian frontier to occupy the naval bases and aerodromes provided for in the agreement. It was stated that a permanent Russian garrison of some 25,000 men was to be maintained in the little country.

Latvia's turn came next, and on October 5 she accepted from Russia a pact on the lines of that just concluded between the Soviet and Estonia. It provided for Russian naval and air bases at the Latvian ports of Libau (Liepaja) and Windau (Ventspils), supported by coastal batteries and garrisons at various places.

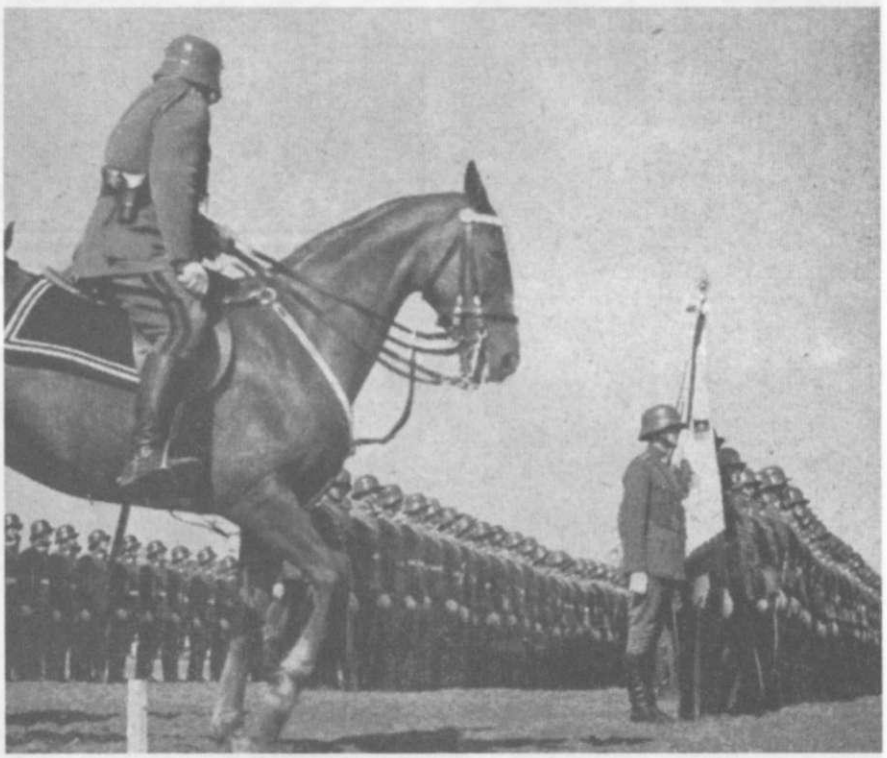
Then a few days after the signing of the pact with Latvia, the Russians concluded a similar pact with Lithuania. The U.S.S.R. was granted the right to maintain in Lithuania land and air forces of a certain size, and each country guaranteed the territories of the other against aggression, besides agreeing not to participate in any alliance or coalition aimed against the other. As a solace to Lithuania's rather wounded pride, the Russians agreed that Wilno—the former capital of Lithuania which was occupied by the Poles in 1920—and Wilno district should be transferred to Lithuania.

Demands on Finland

By way of completing Russian control over the eastern Baltic Stalin now made an approach to the Finnish government, but whereas the ultimatums dispatched to Estonia, Latvia and Lithuania had called for the presence of their ministers in Moscow within twenty-four hours, no time limit was specified in the case of Finland. In fact, six days elapsed before Finland's representative, M. Paasikivi, the republic's Minister in Stockholm, appeared in Moscow. Certain demands were laid before him, and although no details were published officially, it was rumoured that they included the cession, in return for certain territory in eastern Karelia, of the islands of Tytarsaari, Lavansaari, Seiskari, and possibly Suursaari, at the entrance to Kronstadt Bay in the Gulf of Finland. It was also reported that Finland had been requested not to fortify the Aaland Islands, and that Finland had been invited to conclude a military pact with Russia.

Whatever the result of his negotiations with Finland, however, Stalin might well congratulate himself upon his latest victory in the diplomatic war. By her occupation of the Estonian ports and the islands of Dagö and Ösel, Russia now possessed a first-class fairway from her naval base of Kronstadt into the Baltic; and her control of the Latvian ports of Windau and Libau still further ensured her domination of the sea. If, moreover, the Aaland Islands were occupied, or at least controlled by Russia, then the fact that the Baltic had ceased to be a German lake would become still more apparent, for batteries planted on the Aaland Islands would effectually command the channel, the Gulf of Bothnia, down which the ships carrying Swedish ore from the mines at Gällivare and Kiruna have to pass—and without Swedish ore Germany would be unable to continue this war very long, or to wage another effectually.

Immediately following the establishment of Russia's protectorate over the Baltic States there came the amazing report that Herr Hitler had "invited" all the Germans resident in Latvia to "return home to the Reich," and a little later it was announced that a similar

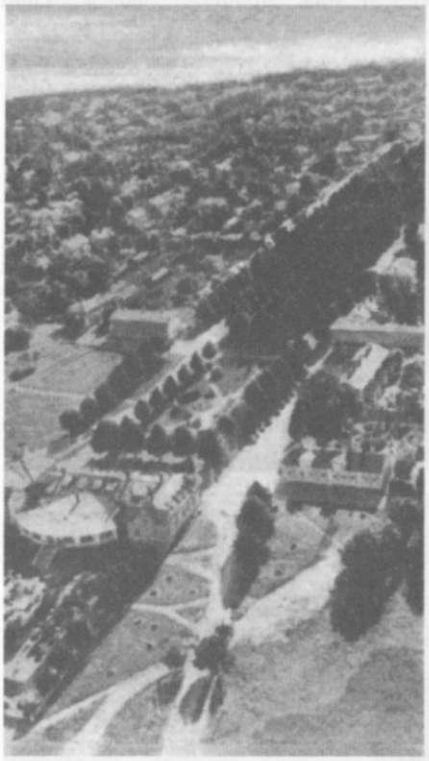


The Letts are an intensely patriotic people, and a call for women to serve in various capacities met with an instant response. In the top photograph is a parade of women voluntary workers. The lower photograph shows a review of the Latvian army, which has a peacetime establishment of 2,200 officers and 23,000 men.

Photos, Derek Wordley and Wide World

"invitation" had been sent to the Germans in the other two Baltic republics. It seemed that arrangements had already been made for the evacuees to leave by sea, and a considerable number of ships were already anchored at Baltic ports, ready to begin the transfer of the local Germans to the Reich. In Latvia alone it was estimated that there were 60,000 persons of German blood who would be affected by the "invitation."

Several reasons were advanced for this astounding stroke of policy, but none that was official was vouchsafed. Some suggested that Hitler wanted German colonists for his newly-conquered territories in western Poland; others thought it more likely that Stalin was determined to remove from the territory now just come under his control any potential sympathizers with his rival dictator.



In this map are shown the four countries, Finland, Estonia, Latvia and Lithuania, immediately concerned in the Soviet advance towards the Baltic, and also the Aaland Islands, part of the territory of Finland. In the map inset is the Gulf of Finland on an enlarged scale.

The Aaland Islands form one of the most important strategic points in the Baltic. Suggestions by Sweden and Finland that they should be fortified were vetoed time after time by Russia, and they once again became a bone of contention in 1939. Top, the capital of the Aaland Islands, Mariehamn. Below, the landing-place on the Finnish island of Suursaari.
Photos, Wide World and E.N.A.

Then there was a story told to the effect that Hitler had literally sold the Germans in the three Baltic States to Stalin for Russian gold. Hitler needed gold at once, in order to pay for his war supplies ordered from abroad; Stalin had the gold, and was prepared to let Germany have it in return for the definite abandonment of the German hold on the Baltic lands. And how could that abandonment be more clearly evidenced to the world than by the withdrawal from those States of all the German-speaking peoples?

But a week or two before Russia had put a full stop to Germany's expansion in the south-east, when across the approaches to the Ukraine she flung a protecting wall of Soviet bayonets and tanks. Now she repeated the stroke. From the Baltic, as from the Balkans, Germany was definitely "warned off."

How the New B.E.F. Went to France

In his speech to the House of Commons on October 11, 1939, Mr. Leslie Hore-Belisha, Secretary for War, described how in the first weeks of war Britain's Expeditionary Force was transported to France without a single casualty.

BEGINNING by saying that the British Government had more than fulfilled their undertaking to France to dispatch to that country in the event of war an Expeditionary Force of a specified dimension within a specified time, Mr. Hore-Belisha went on :

WITHIN six weeks of the outbreak of war in 1914 we had transported to France 148,000 men. Within five weeks of the outbreak of this war we had transported to France 158,000 men.

During this period we have also created our base and lines of communication organization, so as to assure the regular flow of supplies and munitions of every kind and to receive further contingents as and when we may decide to send them. The major operation is thus over, and it is possible to speak to the House with frankness. I wish it had been prudent to do so previously.

Night by night at the War Office we have waited for tidings of the arrival of the convoys. These have averaged three every night. It would have been encouraging to have shared at every stage the news as we received it with the nation so uncertain of what was transpiring and so naturally eager for reports about its Army.

The Press, like Parliament, willingly observed a reticence which in itself was a safeguard for our contingents. There is no need for further silence, and a body of war correspondents has just arrived in France with the object of keeping us all informed of day-to-day impressions and happenings.

The Brains Behind the Move

IT was a small body of specially selected officers in the War Office who, with seven confidential clerks and typists, secretly worked out every detail of this plan for moving the Army and the Royal Air Force to France. They foresaw and provided for every need : the selection of ports and docks, of roads and railways, of accommodation of all types, of rest camps and depots, of hospitals and repair shops, at every stage on both sides of the Channel. Their ingenuity, their precision and their patience would have baffled Bradshaw. . . .

The Expeditionary Force has been transported to France intact without a casualty to any of its personnel.

May I describe to the House some aspects in which the task on this occasion has differed from that of 1914, although, as one watches the process, continuing with the smoothness of a machine, one finds it hard to believe that there has been a break of 25 years in the passage of these two armies ?

Then the men marched on to the ships, the horses were led, and a light derrick could lift what the soldier could not carry. In those days there were only 800 mechanized vehicles in all, and it was a rare load that exceeded two tons.

WE have already on this occasion transported to France more than 25,000 vehicles including tanks, some of them of enormous dimensions and weighing 15 tons apiece or more.

Normal shore cranes could not raise them, special ships were required to carry them and highly trained stevedores to manipulate them. Consequently, as contrasted with 1914, where ordinary vessels took men and their material together from the usual ports, in this case the men travelled separately and the heavier mechanisms had to be transported from more distant ports, where special facilities were available. The arrangements for the reunion of the troops with their material on the other side made an additional complication.

Similarly, and for other reasons also, more remote landing-places had to be selected in France, thus making the voyages much longer.

Again internally, and as a precaution against air attack, more devious internal routes were taken than in 1914. Vehicles and men were dispersed in small groups, halted in concealed areas by day and moved onwards by night.

As with transport, so with maintenance, the problem has become greater than it was a generation ago.

Every horse eats the same food and can continue, like man, to move though hungry. Vehicles come to a standstill when their tanks are empty. There are in France 50 types of vehicle, and most of them require a different grade of fuel and lubricant. Great reserves have had to be conveyed and stored. . . .

Problems of 1914 and 1939 Compared

NONE of these problems existed, except in embryo, in 1914. It was a light army that travelled then. Nearly 60 per cent of the fighting troops in 1914 were infantrymen, relying on their rifles and bayonets and two machine-guns per battalion. **Now only 20 per cent of the fighting troops are infantrymen, with 50 Bren guns, 22 anti-tank rifles, and other weapons as well, with each battalion.**

It will be seen by this one example how much more effectively armed with fire power is the present Expeditionary Force.

There is, however, one respect in which our Army has not altered ; its relations with our Allies, who have welcomed the men so generously, are as good humoured. The catchwords of the soldiers are as amusing. . . .

To all those who have co-operated in this military movement, to the various Government departments both in this country and in France, the gratitude of this nation is due. Especially, however, should the achievement be recorded as evidence that the maritime might of Britain is unimpaired. **The Navy has not lost its secret, and the Air Force had held its protecting wings over another element of danger.**

IT is not only to France that British soldiers have been transported. The Middle East has been strongly reinforced, and also our garrisons elsewhere, both in material and in men.

One part of our Army, however, remains stationary in this country, waiting and watching, in little groups. In isolated stations the Anti-Aircraft Units have been on guard since before this war began, and that their vigilance is not forgotten, under-estimated, or unrecognized by this country and by this House must be their great encouragement.

We have a numerous Army. In that respect we are at the outset of hostilities better situated than we were in 1914.

We had in peacetime taken a precaution, for which we must now be thankful, of instituting a system of universal military training, and thus the even flow of recruits became as well assured to us as to the Continental countries. We had the foundation on which, after the declaration of war, we could build an even more comprehensive

Down the gangway of a transport at a French port men of the Royal Air Force are bringing their baggage ashore and lending a hand to a number of Red Cross nurses, also bound towards the front. One strange point of contrast between the nurses of 1914 and those of 1939 is that today each one carries her "tin hat" and gas mask slung over her shoulders.

Photo, British Official ; Crown Copyright

Not only cooked food bought in the canteens but culinary efforts of their own go to increase the soldiers' diet. These Highlanders at a hardware shop somewhere in France are buying cooking utensils, perhaps to make some delicacies reminiscent of home. They may find that French kitchen apparatus differs in pattern from that to which they are used, but the Army amateur cook is nothing if not adaptable and resourceful.

system and we passed the National Service Act, placing under an obligation to serve all male British citizens resident in Great Britain between the ages of 18 and 41.

In peacetime also we had doubled the Territorial Field Army. Altogether we had at the disposal of the Army in this country alone, including the Reservists and the Militia, the best part of 1,000,000 men on whom we could call at the outbreak of war.

Never had the total of our armed forces in the United Kingdom approached anywhere near such a total in time of peace.

When I first introduced Army Estimates to the House in March 1938 we were preparing out of our strategic reserve five divisions—none of them upon a Continental scale. By the time of the next Army Estimates, in March this year, the Government had decided to prepare 19 divisions—all upon a Continental scale.

Subsequently the European tension increased, and in April the plan for 19 divisions became one for 32. This will not be the limit of our effort.

It is plain that great calls will be made upon our man-power. How do we intend to proceed?

In the first place we have the method of calling up classes. His Majesty has already proclaimed the classes between 20 and 22.

Those within the classes proclaimed are being called up in batches, and with each batch we are taking an additional quota of volunteers. Any man desirous of being a volunteer in the Army, and being above the age of the class called up, may register his name at either a recruiting station or a Ministry of Labour office and he will be treated in exactly the same way as the classes proclaimed. . . .

There is even greater inducement now than in previous wars to join the Army in the way described. Apart from specialist appointments, virtually all commissions will be given from the ranks. It must be remembered that the nation is in arms and there is no dearth of ability in the ranks. One of the best men who has reached the top for the leader's course on the way to a commission is a labourer's son.

Every Man May Reach a Star

THE look-out for talent is continuous, and all commanding officers are instructed to search for it. In this Army the star is within every private soldier's reach. No one, however humble or exalted his birth, need be afraid that his military virtues will remain unrecognized.

More important, no one who wishes to serve in the Army need consider his status minimized by starting at the bottom of the ladder. From the ranks we shall mainly derive our junior officers.

For officers in the middle piece and for specialists we have other sources open to us. We have the Regular Army Reserve. We have the Territorial Reserve of Officers, and we also have the Army Officers' Emergency Reserve. . . .

It will be unnecessary to remind the House that it is of the essence of reserves that they are not all used up at once, and upon the assumption that this will be a three years' war, many of those with suitable qualifications will in due course have their opportunity.

The splendid women of the A.T.S., already 20,000 strong, are about to extend their service in replacement of their brothers in arms.

Cheery greetings are being exchanged between the crews of a British column of motor lorries and a French motor-cycle unit in a town behind the lines. In the last war the part played by motor-cyclists was chiefly as dispatch riders, though after a time the condition of the roads made it almost impossible for them to approach close to the front line. In all the photographs of the British and French armies that have appeared in these pages the absence of horses is very noticeable.

Photos, Planet News

Such a scene as this is usual in many an old French farmstead where only a few weeks before the harvest was being gathered in. The Army cooks with their field kitchens have taken possession of the farm, and men of a mechanized unit are lining up with their mess tins.

Further openings for the older men will be given in two new directions . . . Home Defence Battalions . . . and an Auxiliary Pioneer Corps which will take over military pioneer work, both overseas and here.

Pari passu with this pressure upon us to take men into the Army is a pressure in the reverse direction. We have tried to deal liberally with industry, whose needs we fully recognise, just as industry will recognise that an army is a skilled profession and must also, for the safety of the country, have men of specialised knowledge.

Soldiers Back to Industry

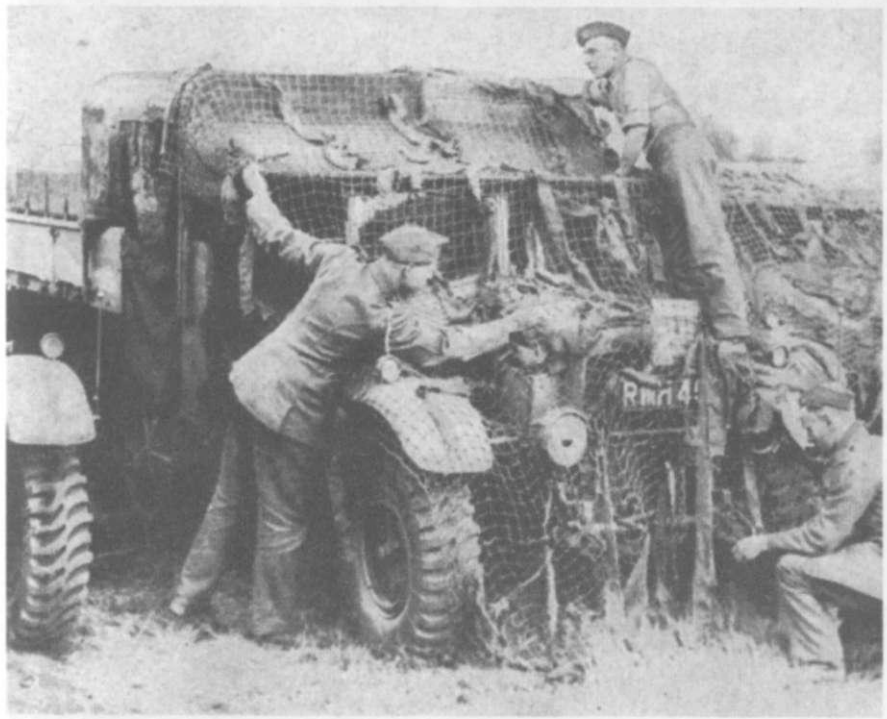
We have temporarily released about 10,000 Regular Reservists, and will have shortly in addition have released 12,000 Territorials either temporarily or permanently. In so far as these releases are helping to accelerate and enlarge the output of our war industries, the loss will have been repaid to us.

Any words of mine that can stimulate and electrify these industries of the country which are engaged on the output of munitions to put their last ounce into the task of meeting the needs of those in the field and of hastening the day when others can join them will, I am sure, be endorsed by the Minister of Supply. It is the output of factories making equipment and munitions for the field which will be the ultimate measure of our effort.

I will tell the House what is being done by and for the Army to train as many men as possible to become technicians, and thereby to spare industry the full drain which would otherwise be made upon it. The Army is training such men itself. The Minister of Labour has plans in mind for enabling some of his training establishments to assist in the provision of Army requirements of skilled tradesmen. With the help of the Minister of Education we hope to use the polytechnics, technical schools, and Universities for the same purpose.

Industry will doubtless in its own ways be making provision to augment its resources of skilled personnel. We can look with confidence to these developments.

In 1914 appeals were made for recruits who had neither clothing, nor equipment, nor instructors, nor accommodation, and men were taken regardless of their civilian occupations.



At the end of the day for men of the British Field Force (as it is officially known) comes a spell of relaxation. Above right, men in a farmhouse billet are doing what is the soldier's first voluntary duty—writing home. Below, men of a transport column finish work by spreading camouflage netting over their lorry.

Photos, Sport & General and British Official; Crown Copyright

The feat of the first months of the last war we had already achieved in the months of peace preceding this war, and experience had taught us to avoid many of the errors of the last occasion.

Thus at the beginning of September we had in being an Army which was daily acquiring new strength, better cohesion, and greater efficiency.

It has been a privilege to speak of it today and to reveal that while the world was reading of the German advances into Poland British soldiers, resolved to rectify this wrong, were passing silently and in an unceasing sequence across the Channel into France. There we may think of them in their positions along a countryside whose towns, whose villages, and whose rivers are as familiar to them by memory or by tradition as their own.

How strange it is that twice in a generation men should take this journey and that sons should be treading again upon a soil made sacred by their fathers.

They are grumbling about the same things, mispronouncing the same names, making similar jokes and singing songs which seem an echo over the intervening years. And we may rest assured that they will acquit themselves with the same tenacity, courage and endurance. However long the struggle and however great the ordeal, they will, as our soldiers did before, take our arms and our cause of freedom to victory.

Britain's Supremacy in the Air

On October 10, 1939, Sir Kingsley Wood, Secretary of State for Air, gave the House of Commons his statement on the varied and daring exploits of the R.A.F. in the first weeks of the war, and an account of the plans for further production of machines and training of personnel. For the Empire's air contribution see page 245.

Sir Kingsley Wood has been Secretary of State for Air since May 1938. He had previously proved his administrative ability as Postmaster-General and Minister of Health.
Photo, Central Press

AFTER a tribute to the preparedness and the splendid morale of the R.A.F., the Air Minister continued:

Accounts have already been given of such considerable performances of the R.A.F. as the attacks on the German Fleet and the engagements with the enemy in Germany and on the Western Front. They show that the spirit and determination of the earlier generation of our flying men have been preserved unimpaired. The men who have already been in action have indeed shown to the full their courage and efficiency. . . .

Full recognition, too, should be given to those who, though they have had to stand by at their war stations in a state of instant readiness for action by day or by night, have not yet been engaged in action with the enemy. Instant readiness is demanded, and the strain imposed has been as great as, if not greater, than if active operations were in progress. The keenness and the alertness of these officers and men are of the first order.

The activities of the Coastal Command, too, have been unremitting and strenuous in the extreme from the first day of war. Today the vastly greater range, speed, and reliability of our aircraft are being fully utilized, in close co-operation with the Navy, in the task of defeating the submarine and guiding in safety to and from our shores those merchant ships that ply the ocean.

By its very nature the work is silent and normally unspectacular. It demands continuous flying over the sea in all weathers. The magnitude of the effort of the Coastal Command may be judged by the fact that during the first four weeks of war this Command flew on reconnaissance, anti-submarine and convoy patrols a distance of approximately 1,000,000 miles and provided air escorts for over 100 convoys.

Putting the U-Boats Down

OUR air escorts have also often been able to give warning of the approach of enemy craft and of the presence of submarines from ranges which are far beyond the vision of surface craft. The result of these endeavours has been fruitful. During the first four weeks of war submarines were sighted by aircraft on 72 occasions, and 34 attacks were delivered, some of which were undoubtedly successful. . .

In the Bomber Command, apart from the larger operations upon which they have been engaged, there have been many and valuable reconnaissance flights. They have taken place day after day over German territory, and hundreds of hours of flying have been recorded. Vital military information has been gained and recorded and units have familiarized themselves with the country over which they will be called upon to operate. Day and night, reconnaissance aircraft are penetrating into the enemy's country, testing his defences and observing his movements and troop concentrations.

Survey of Siegfried Line

A COMPLETE photographic map of the Siegfried Line has been made. Many photographs, taken from only a few hundred feet above the Line, go to the composition of this map. A few days ago our aircraft, taking off from an aerodrome in France, covered the whole length of Germany from the Saar to the North Sea, flew on to Heligoland, all without serious interruptions, and then made safe landings home in England. All accounts speak as highly of the navigating skill of the pilots and crews as of their determination.

Sir Kingsley Wood then quoted from some of the detailed reports of reconnaissance pilots, illustrating the difficulties under which they worked.

The distribution of messages to the German people over large areas of enemy territory, which has been combined with successful reconnaissance work, has, I believe, been of considerable value in giving information to the people of Germany. . . .

AFTER dealing with the subject of recruiting and recording that in the first fortnight of the war over 10,000 men were accepted for service as pilots, Sir Kingsley Wood turned to the consideration of aircraft.

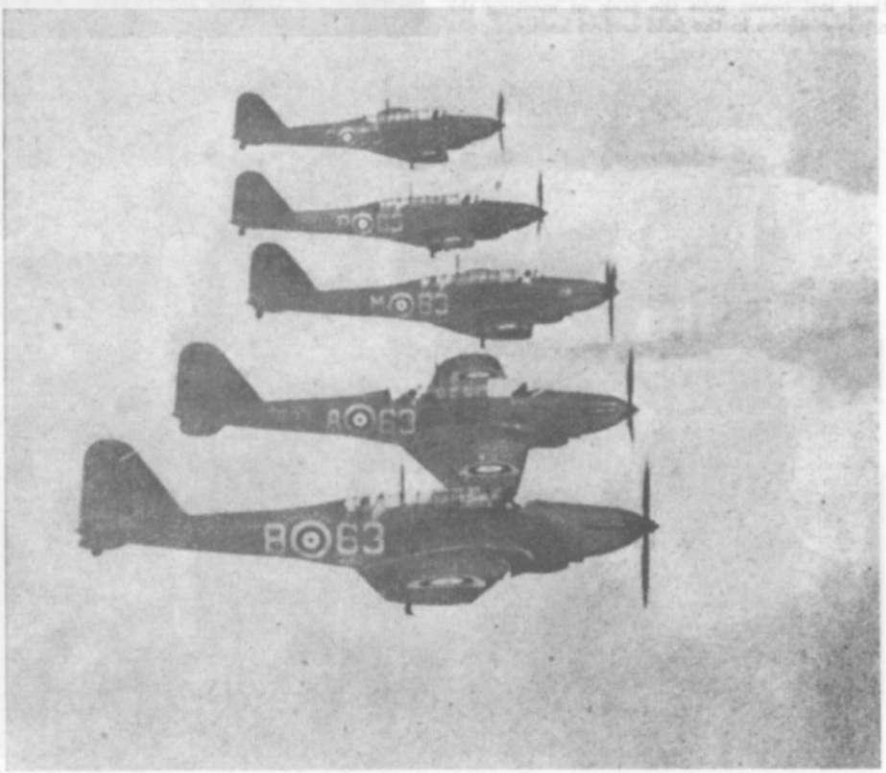
STARTLING claims have been made from time to time in regard to the performance of German military aircraft—particularly, for example, their fighters. The plain facts seem to be that our latest fighters are definitely better than their German counterparts. Happily, a specimen of the latest Messerschmitt fighter has fallen intact into the hands of the French, so that in regard to this aircraft at least we shall be free to test our convictions at our convenience. . . .

At the outbreak of war the rate of aircraft production represented an achievement unprecedented in this country in time of peace. Moreover, our factories are every day increasing their labour force, and the increased experience of aircraft work has already resulted in an increased output rate per man. Immediately war broke out our carefully prepared plans for greatly increased production were put into effect. They will mean in due course a rate of production more than twice the considerable figure we have now reached. . . .

Pilots in the Forefront

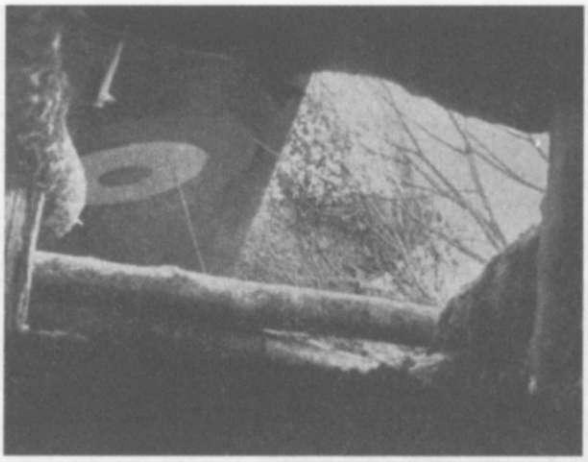
HIS MAJESTY KING GEORGE V, at the end of the last Great War, spoke in moving terms of the great contribution that the Empire had made in the air to victory. He recalled how the air pilots of the Empire and of Britain had ever been in the forefront of the battle, and how far-flying squadrons over home waters and foreign seas had splendidly maintained our cause.

We shall have our dangers, our ordeals, and our difficulties, but none of us doubts that when the great test comes again our airmen of today—from the Motherland and overseas—will once more record the same magnificent achievements, self-sacrifice and devotion to duty.

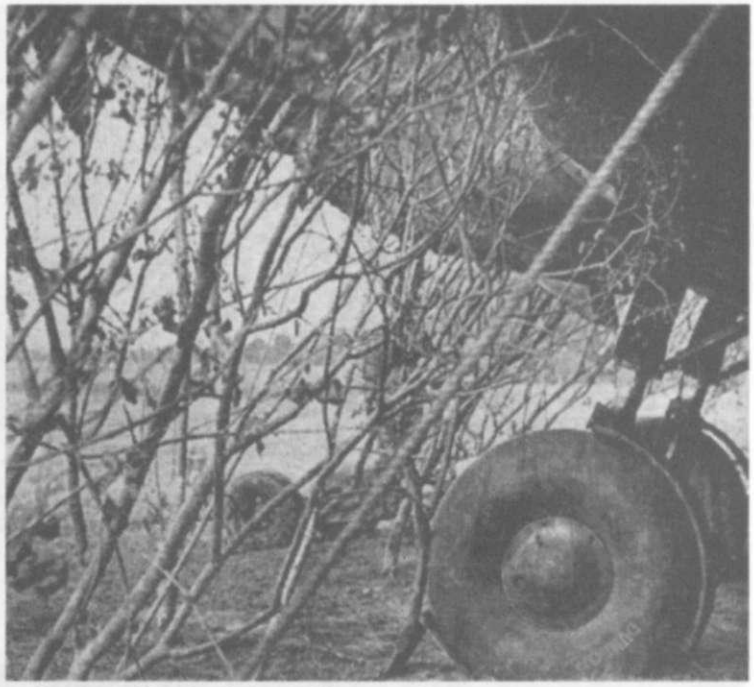


The first duty assigned to the Royal Air Force in France was reconnaissance over the Siegfried Line. Such aircraft as the Fairey Battles seen above are particularly valuable for this work, as they combine high speed with a steady platform for the observer and good defensive armour. Another photograph of such aircraft appears in page 187.
Photo, Wide World

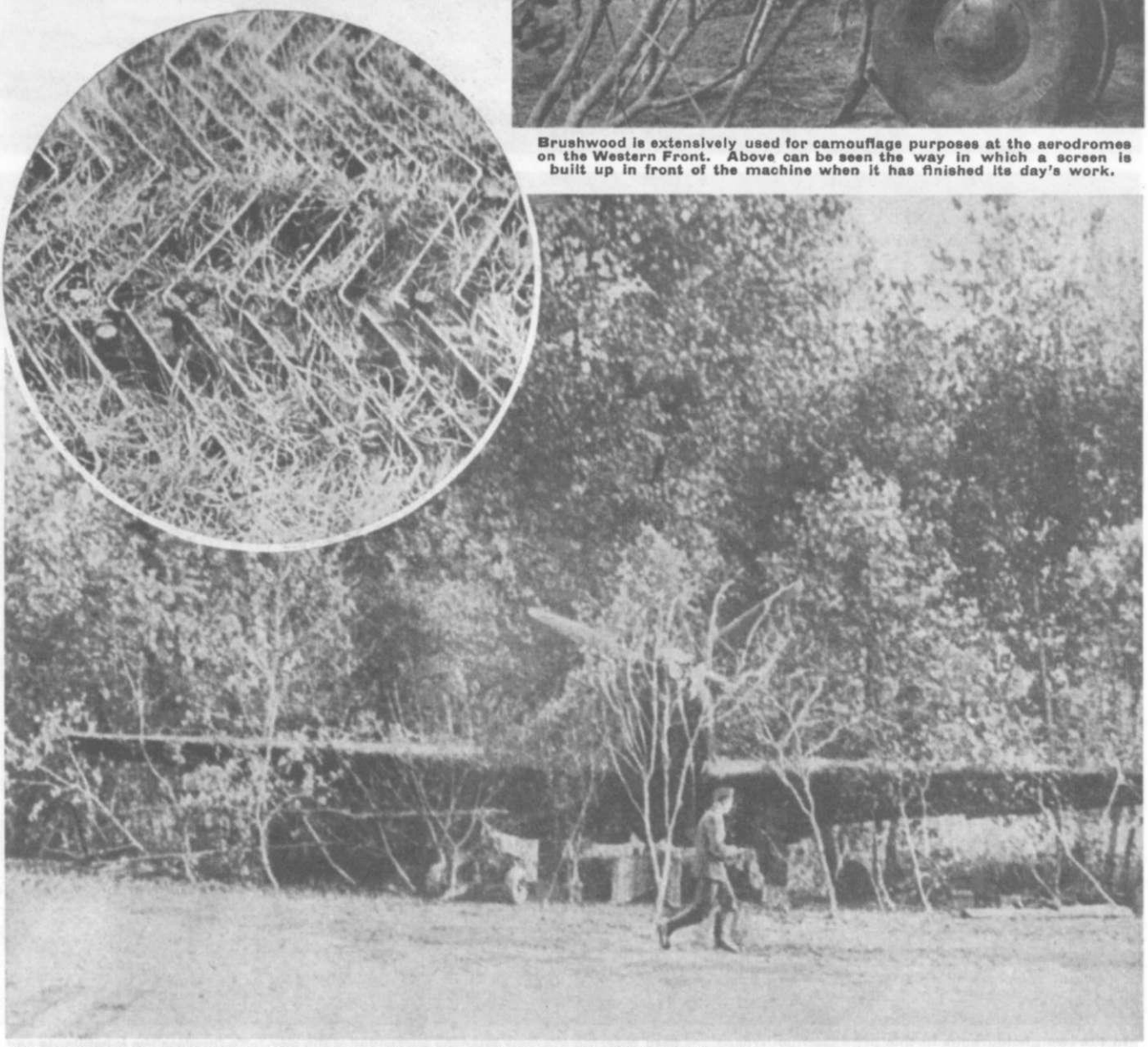
Nature Conscripted to Conceal Our 'Planes



The completeness of the camouflage now used in the aerodromes in France is illustrated here. Only the distinguishing disk makes it possible to detect the aeroplane's presence.



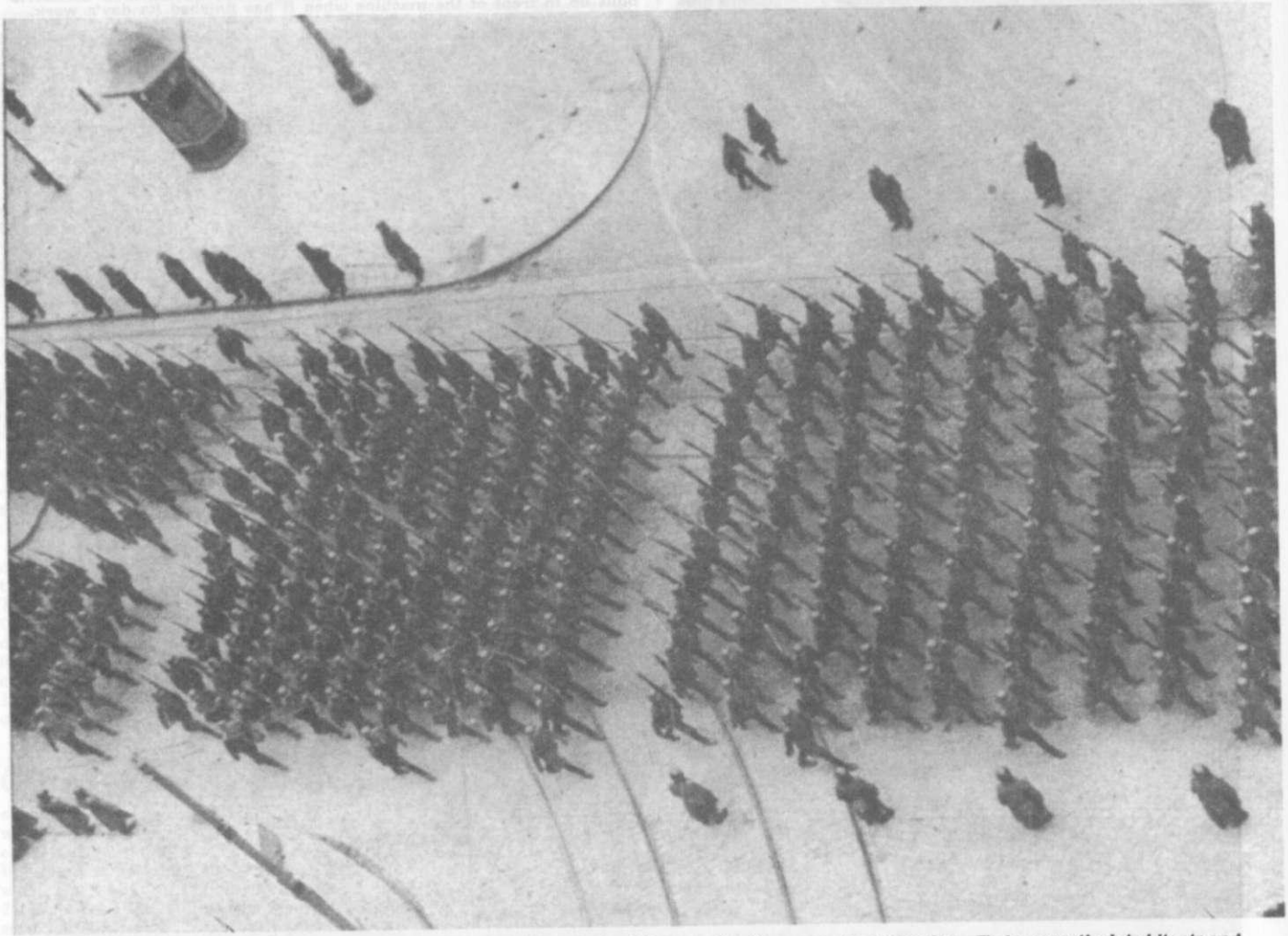
Brushwood is extensively used for camouflage purposes at the aerodromes on the Western Front. Above can be seen the way in which a screen is built up in front of the machine when it has finished its day's work.



The centre photograph gives a close-up view of the zigzag steel network which is laid on the runways of an aerodrome. Its purpose is to prevent the wheels sinking into the mud when the machine is taking off. Grass is allowed to grow over it so that it cannot be detected from the air. Below is an example of complete camouflage. An aeroplane has its tail in a copse, and brushwood has been placed in front of it.

Photos, Associated Press, Sport & General and Keystone

Poland Bids a Temporary Farewell to Freedom



In the two photographs in this page German troops are seen entering Warsaw after the surrender of the city. To impress the inhabitants and to vaunt their martial superiority those in the top photograph were led by a band. They were among the first enemy troops in Warsaw, and they were watched by a mere handful of passers-by, stunned into indifference by the fury of the Nazi air attacks. In the lower photograph is another ineffective Nazi attempt to impress the people of Warsaw—the ceremonial march on Oct. 5, when Hitler took the salute.

Photos, Mondiale and Associated Press

After War's Tumult the Deadly Quiet of Defeat

In remarkable and pathetic contrast to the two scenes opposite is that at the top of this page. A remnant of the Polish garrison, headed by a single officer on horseback, is marching out of Warsaw before the oncoming Nazi hosts. Though no soldiers could have displayed a more gallant spirit, they show in their mien the dejection which must come even to the bravest troops when they realize that they have fought in vain. Below, is some debris of a Polish battlefield—a pile of steel helmets and gas masks cast aside when it was clear they would not be needed.

Top photograph, Wide World

Britain Takes Toll of First Air Raiders

The first air-raid warning came to Britain less than half an hour after she declared war with Germany. The first real air raid, however, was not carried out until October 16, more than six weeks later. Here we give a brief account of these first offensive operations.

Commander R. F. Jolly was in command of the "Mohawk," a destroyer which was returning to Rosyth from convoy duty on October 16. He was killed by a bomb splinter.
Photo, Sport and General

DURING the lunch hour on Monday, October 16, the beautiful gardens which run through the heart of Edinburgh were crowded with city folk reading their newspapers and enjoying their paper-bag lunches in the warm autumn sunshine.

Two o'clock had not long struck when a strange clatter in the sky drew all eyes upward. The blue was speckled with little white bursts, and in the distance there was the muffled bark of guns. It was thought at first that the anti-aircraft defences were conducting a practice shoot, but as firing developed over the Firth of Forth it was brought home to the onlookers that a real air-raid was in progress. Although no warning sirens had been heard, most of the citizens took cover. Others climbed to the roof-tops to look at what must have been one of the most stirring and strange spectacles that ever Edinburgh has witnessed in all her history.

High up in the blue German aircraft and R.A.F. machines pirouetted in a dance of death. The noise of machine-gun fire was almost continuous, and the flashes from the guns could be clearly seen. Occasionally from a distance came the dull boom of an exploding bomb.

The air-raid was carried out by twelve, or possibly more, aircraft, in waves of two or three at a time. Appearing from the east they dived down on to the ships of the Royal Navy lying in the Firth off Rosyth. One of the raiders swooped almost as low as the topmost span of the Forth Bridge, and opened fire with a machine-gun on two cruisers when flying at a height of less than 300 feet. Then it turned again towards the warships and dropped bombs, none of which hit the bridge itself.

Several bombs were dropped at Rosyth. One glanced off the cruiser "Southampton" causing slight damage near her bow, and sinking the Admiral's barge and a pinnace moored alongside. This, incidentally, was the first hit made by German aircraft during the war upon a British ship. A second bomb fell near the destroyer "Mohawk," which was returning to harbour from convoy escort. It burst in the water, but splinters caused a number of casualties among the men on the deck of the destroyer.

The R.A.F. 'planes first made contact with the enemy off the Isle of May at the entrance to the Firth of Forth at 2.35 p.m. when they intercepted two Nazi 'planes, drove them from 4,000 feet to within a few feet of the water, and chased them out to sea. Ten minutes later another enemy aircraft was engaged over Dalkeith and sent down into the water in flames. Within a quarter of an hour a sharp combat took place off Crail and another raider crashed into the sea, its crew being rescued by fishermen. A third German aircraft was destroyed in the pursuit, while a fourth was brought down in flames by anti-aircraft fire.

This map of the Firth of Forth shows Rosyth and the surrounding area involved in the attack by German bombers on October 16.

The raid had lasted upwards of an hour and a half, and the last of the German 'planes were speeded home at 4 p.m. when shore watchers saw two enemy aircraft flying eastward a thousand feet up, closely pursued by British fighters.

No bombs were dropped on Edinburgh, and the only civilian casualties were four people slightly injured by bullets and shrapnel. The naval casualties were seventeen killed and forty-four wounded.

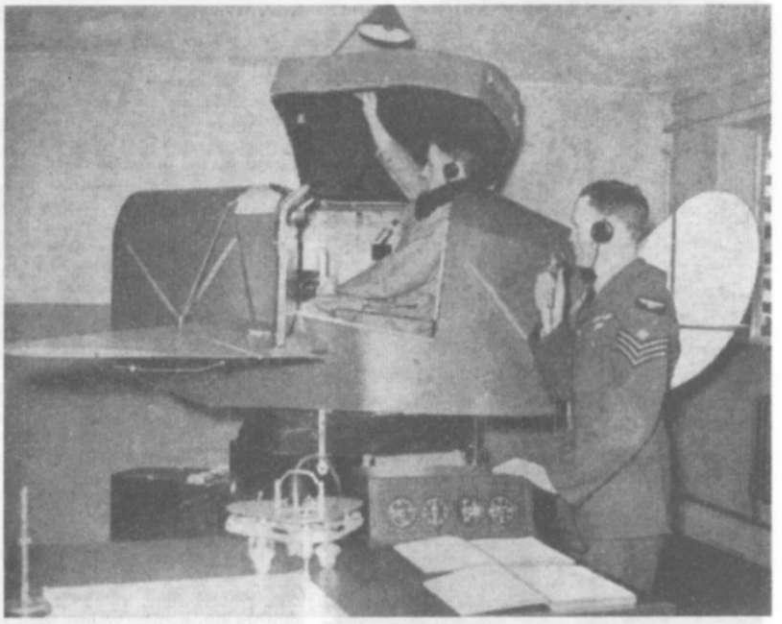
The next day, Scapa Flow, the famous anchorage in the Orkneys (see map, page 246), was raided twice by German aeroplanes. In the first raid carried out by four planes at 10.30 a.m., two bombs fell near the old battleship "Iron Duke," which was somewhat damaged. One of the raiders was shot down in flames. A few hours later the second air attack was carried out by two formations of six and four aircraft, and although neither damage nor casualties were reported, the raiders were said to have suffered loss.

"We know that in the air battles which during the last two days," said Mr. Chamberlain in the House of Commons on October 18, "have been fought over our own coasts, we have destroyed eight enemy aircraft without losing a single machine of our own. We have at least the satisfaction of knowing that we have made a good beginning."

Three of the crew of four of one of the German bombers brought down over the Firth of Forth were rescued by a fishing boat. The crew of the fishing boat are here seen holding part of the equipment of the bomber's crew. One of the Germans gave a gold ring to the skipper of the boat which rescued them. **(See eye-witness story in page 252.)**
Photo, Central Press

The Cavalry of the Skies in Training

The silk of parachutes on which the lives of pilots and air crews may depend in an emergency is here seen being subjected to a most rigorous examination.



IN the repulse of the air attack on the Forth on October 16, pride of place was taken by the men of the Royal Air Force. At least two of the enemy raiders accounted for were shot down by British fighter aircraft, and the raiders were beaten off in such a way that probably not more than half returned to their base. No pilot claimed to have brought down one of the raiders single-handed; their defeat was a team job. The glory of the fight was shared by men who only a few weeks before had been going about their peacetime vocations of stockbrokers, lawyers, and sheep-farmers.

An ingenious apparatus used in the training of R.A.F. pilots is the Link Trainer, seen top right. This enables a pupil to learn the rudiments of flying solely by instruments under "blind" conditions, without leaving the ground. In the photograph immediately above are pilots who have passed through the course. They are wearing the regulation flying suit and parachute, the latter with its heavy harness and quick-release attachment. In the leggings are pockets for carrying maps.

Photos. Planet News

The Tragedy of the 'Royal Oak'

Pathetic scenes were witnessed when the lists of survivors of the "Royal Oak" were scanned by relations hoping to find their men.

Mr. Winston Churchill stated in the House of Commons, October 17:

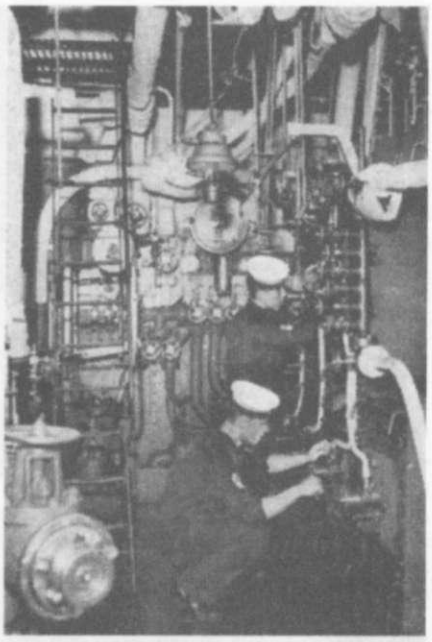
"THE battleship 'Royal Oak' was sunk at anchor by a U-boat in Scapa Flow approximately at 1.30 a.m. on Oct. 14. . . .

"When we consider that during the whole course of the last war this anchorage was found to be immune from such attacks, on account of the obstacles imposed by the currents and the net barrages, this entry by a U-boat must be considered as a remarkable exploit of professional skill and daring.

"It appears probable that the U-boat fired a salvo of torpedoes at the 'Royal Oak,' of which only one hit the bow. This muffled explosion was at the time attributed to internal causes, and what is called the inflammable store, where the kerosene and other such materials are kept, was flooded. Twenty minutes later the U-boat fired three or four torpedoes, and these, striking in quick succession, caused the ship to capsize and sink. She was lying at the extreme end of the harbour, and therefore many officers and men were drowned before rescue could be organized from other vessels.

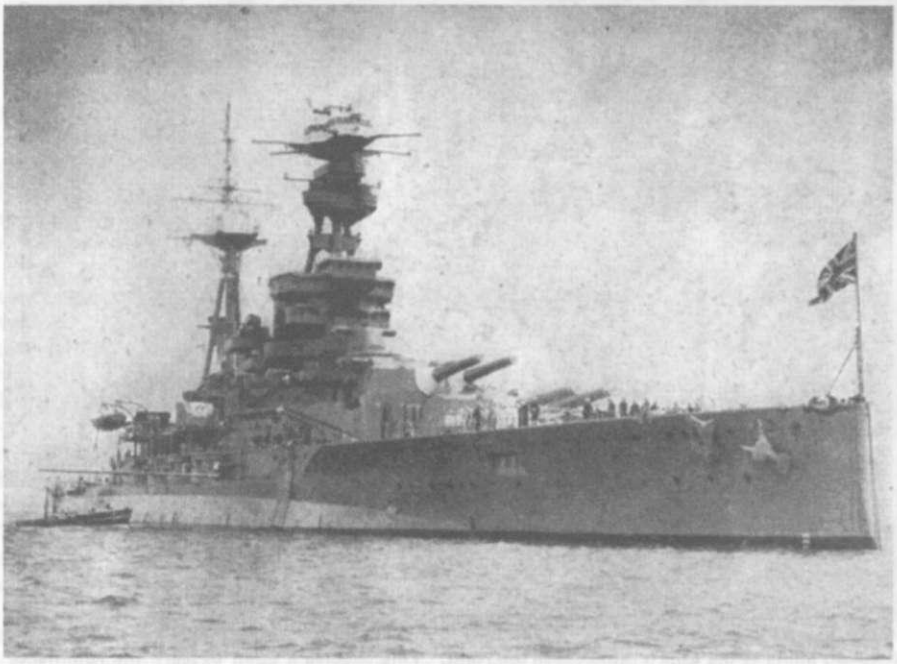
"The lists of survivors have already been made public, and I deeply regret to inform the House that upwards of eight hundred officers and men have lost their lives."

"The Admiralty immediately announced the loss of this fine ship. Serious as this loss is, it does not affect the margin of security in heavy vessels, which remains ample."



Here is the boiler-room of the "Royal Oak." In such a catastrophe the engineers and stokers are in the most dangerous position in the ship.

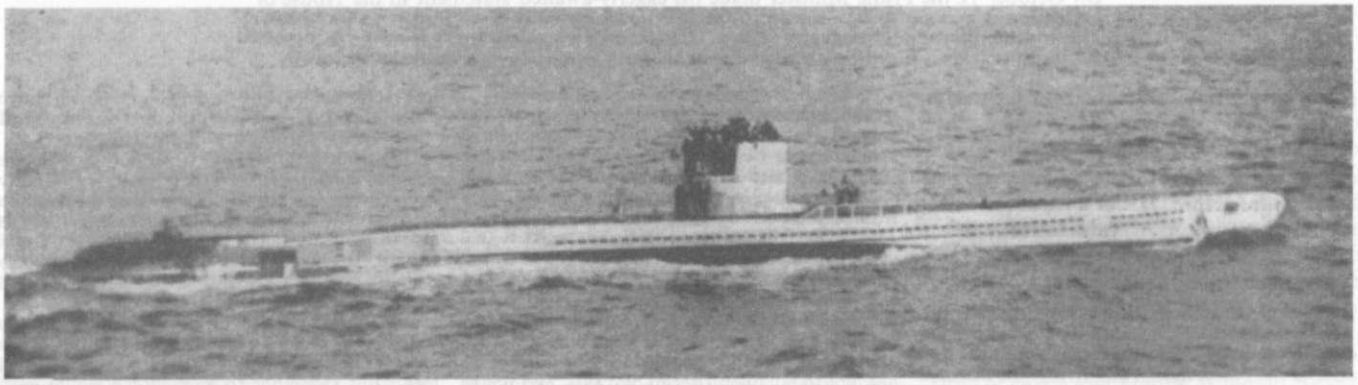
Four of the officers who were rescued from the "Royal Oak" are seen above. They are, left to right, Captain W. F. Benn, R.N., Commander R. F. Nichols, R.N., Lieut. Anthony H. Terry, R.N., and Lieut. Bernard B. Keen, Royal Marines.
Photos, Topical, Wide World and Fox



H.M.S. "Royal Oak" was a battleship of 29,150 tons laid down in 1914. She was in action in the Battle of Jutland, but in 1934 was withdrawn from the First Battle Squadron and reconditioned at a cost of £1,000,000. She was recommissioned in 1936. She carried eight 15-in. guns, and twelve 6-in. guns as her main armament.

Scapa Flow, the land-locked Orkneys harbour, was the Grand Fleet base in 1914-18.

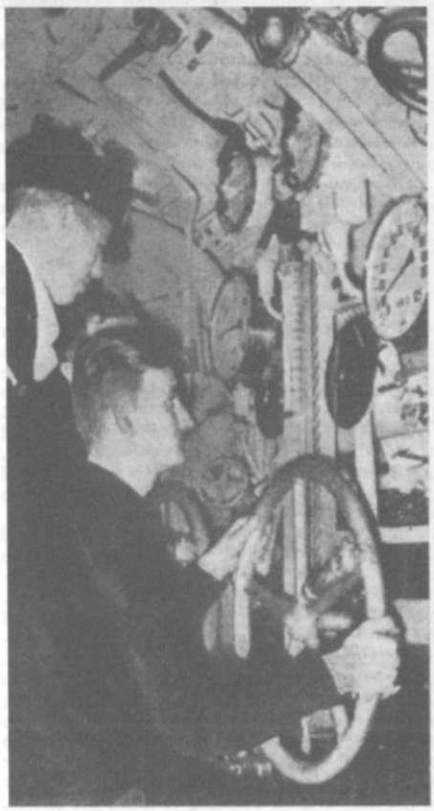
No Easy Passage for the U-Boats



The U-boat above sank two British ships, but the commander behaved with commendable humanity. He signalled to the Norwegian ship "Ida Bukke" then off Cape Clear, Eire, to rescue the crews and stood by until this was done. The photograph was taken by a passenger on the Norwegian ship when the crew of the U-boat gave her a parting cheer. Below, large U-boats are moored in Hamburg Harbour.

Photos, Planet News & Sport and General

WHEN Mr. Winston Churchill spoke on October 11, 1939, in the House of Commons on the campaign against the U-boats he was able to give reassuring figures showing a steady decline in the number of British ships sunk compared with the enemy ships captured and new British tonnage launched. From 65,000 tons in the first week, sinkings fell to 5,800 tons in the fourth week. The results of the first six weeks of the war at sea, as regards Great Britain, are shown diagrammatically below. The U-boats sunk do not include those destroyed by the French. Allied losses were, however, increased about October 16 by the sinking of the British "Lochavon," 9,205 tons, and the large French steamers "Bretagne" and "Louisane."



Left, a German naval cadet takes the wheel while undergoing training for submarine service.

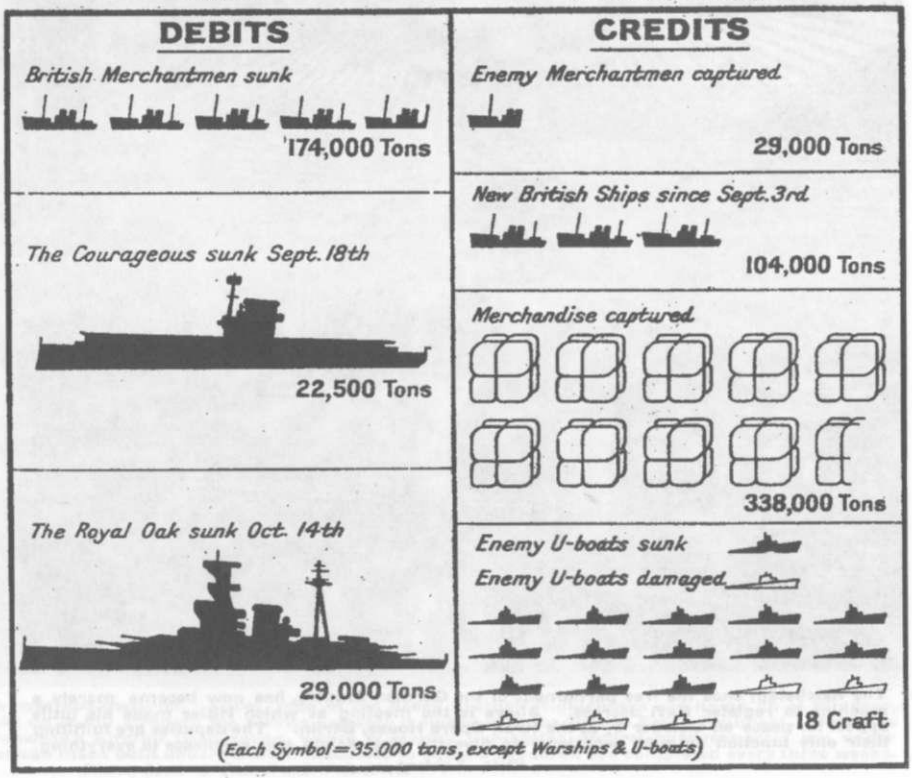
Photo, Fox

THE NAVAL ACCOUNT

First Six Weeks of the War at Sea

September 3—October 14, 1939

(See also diagram in page 142)



CHAMBERLAIN MEETS THE 'PEACE OFFENSIVE'

On October 12 the Prime Minister made his eagerly-awaited statement in the House of Commons in reply to the "peace proposals" put forward by Herr Hitler on October 6. The most important passages of Mr. Chamberlain's speech—in which he declared that "acts, not words alone" must be forthcoming—are reproduced below.

THE Prime Minister began by saying that consultations had taken place with the French and the Dominion Governments regarding the terms of Herr Hitler's speech. After summing up the vain efforts of the British Government to preserve peace, Mr. Chamberlain continued:

ON Sept. 1 Herr Hitler violated the Polish frontier and invaded Poland, beating down by force of arms and machinery the resistance of the Polish nation and Army. As attested by neutral observers, Polish towns and villages were bombed and shelled into ruins; and civilians were slaughtered wholesale, in contravention, at any rate in the later stages, of all the undertakings of which Herr Hitler now speaks with pride as though he had fulfilled them.

It is after this wanton act of aggression, which has cost so many Polish and German lives, sacrificed to satisfy his own insistence on the use of force, that the German Chancellor now puts forward his proposals. If there existed any expectation that in these proposals would be included some attempt to make amends for this grievous crime against humanity, following so soon upon the violation of the rights of the Czecho-Slovak nation, it has been doomed to disappointment. The Polish State and its leaders are covered with abuse. What the fate of that part of Poland which Herr Hitler describes as the German sphere of interest is to be does not clearly emerge from his speech, but it is evident that he regards it as a matter for the consideration of Germany alone, to be settled solely in accordance with German interests . . .

WE must take it, then, that the proposals which the German Chancellor puts forward for the establishment of what he calls "the certainty of European security" are to be based on recognition of his conquests and his right to do what he pleases with the conquered. **It would be impossible for Great Britain to accept any such basis without forfeiting her honour and abandoning her claim that international disputes should be settled by discussion and not by force.**

The passages in the speech designed to give fresh assurances to Herr Hitler's neighbours I pass over, since they will know what value should be attached to them by reference to the similar assurances he has given in the past. It would be easy to quote sentences from his speeches in 1935, 1936, and 1938 stating in the most definite terms his determination not to annex Austria or conclude an *Anschluss* with her, not to fall upon Czecho-Slovakia, and not to make any further territorial claims in Europe after the Sudetenland question had been settled in September, 1938. Nor can we pass over Herr Hitler's radical departure from the long professed principles of his policy and creed, as instanced by the inclusion in the German Reich of many millions of Poles and Czechs, despite his repeated professions to the contrary, and by the pact with the Soviet Union concluded after his repeated and violent denunciations of Bolshevism.

No Reliance on Hitler's Word

THIS repeated disregard for his word and these sudden reversals of policy bring me to the fundamental difficulty in dealing with the wider proposals in the German Chancellor's speech. The plain truth is that, **after our past experience, it is no longer possible to rely upon the unsupported word of the present German Government.** It is no part of our policy to exclude from her rightful place in Europe a Germany which will live in amity and confidence with other nations. On the contrary, we believe that no effective remedy can be found for the world's ills that does not take account of the just claims and needs of all countries, and, whenever the time may come to draw the lines of a new peace settlement, his Majesty's Government would feel that the future would hold little hope unless such a settlement could be reached through negotiation and agreement.

It was not, therefore, with any vindictive purpose that we embarked on war, but simply in defence of freedom. It is not alone the freedom of the small nations that is at stake; **there is also in jeopardy the peaceful existence of Great Britain, the Dominions, India, the rest of the British Empire, France, and indeed of all freedom-loving countries . . .**

His Majesty's Government know all too well that in modern war between great Powers victor and vanquished must alike suffer cruel loss. But surrender to wrongdoing would spell the extinction of all hope, and the annihilation of all those values of life which have through centuries been at once the mark and inspiration of human progress.

We seek no material advantage for ourvelves; we desire nothing from the German people which should offend their self-respect. **We are not aiming only at victory, but rather looking beyond it to the laying of a foundation of a better international system which would mean that war is not to be the inevitable lot of every succeeding generation.**

I am certain that all the peoples of Europe, including the people of Germany, long for peace—a peace which will enable them to live their lives without fear, and to devote their energies and their gifts to the development of their culture, the pursuit of their ideals, and the improvement of their material prosperity. The peace which we are determined to secure, however, must be a real and settled peace—not an uneasy truce interrupted by constant alarms and repeated threats.

Obstacles to Peace

WHAT stands in the way of such a peace? It is the German Government, and the German Government alone, for it is they who by repeated acts of aggression have robbed all Europe of tranquillity and implanted in the hearts of all their neighbours an ever-present sense of insecurity and fear . . . .

I would sum up the attitude of his Majesty's Government as follows:

Herr Hitler rejected all suggestions for peace until he had overwhelmed Poland, as he had previously overthrown Czecho-Slovakia. Peace conditions cannot be acceptable which begin by condoning aggression.

The proposals in the German Chancellor's speech are vague and uncertain, and contain no suggestion for righting the wrongs done to Czecho-Slovakia and to Poland.

Even if Herr Hitler's proposals were more closely defined and contained suggestions to right these wrongs, it would still be necessary to ask by what practical means the German Government intend to convince the world that aggression will cease and that pledges will be kept. Past experience has shown that no reliance can be placed upon the promises of the present German Government. **Accordingly, acts—not words alone—must be forthcoming before we, the British peoples, and France, our gallant and trusted Ally, would be justified in ceasing to wage war to the utmost of our strength.**

Only when world confidence is restored will it be possible to find—as we would wish to do with the aid of all who show good will—solutions of those questions which disturb the world, which stand in the way of disarmament, retard the restoration of trade, and prevent the improvement of the well-being of the peoples. . . .

The issue is therefore plain. Either the German Government must give convincing proof of the sincerity of their desire for peace by definite acts and by the provision of effective guarantees of their intention to fulfil their undertakings, or we must persevere in our duty to the end. **It is for Germany to make her choice.**

The Reichstag, once the free parliament of the German Empire, has now become merely a machine to register Nazi decrees. Above is the meeting at which Hitler made his futile appeal for peace on October 6, at the Kroll Opera House, Berlin. The deputies are fulfilling their only function on such occasions—to give the Nazi salute and acquiesce in everything.

Photo, Keystone

Marshalling the Empire's Air Strength

In the last Great War the Dominions contributed to Britain's Air Force large numbers of skilled and courageous pilots and crews. Again today the whole strength of the Empire in the air is being marshalled, and there is no doubt that the effort of 25 years ago will be largely exceeded in the present conflict.

EVEN before war broke out the Dominions hastened to offer Britain all the assistance in their power, and as soon as the struggle began efforts were made to tap the vast resources, human and material, of the nations of the Commonwealth. Particularly was the help of the Dominions sought and received in the matter of air defence.

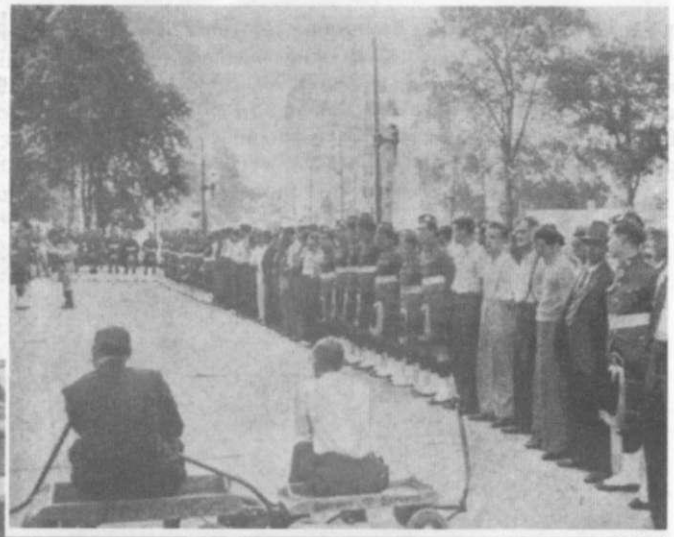
"Already," said Sir Kingsley Wood, Minister for Air, in the House of Commons on October 10, "the Dominions have signified their intention of making a great and powerful contribution to the common cause in relation to air defence." Sir Kingsley went on to say that the Government had put forward for consideration of the Governments in Canada, Australia and New Zealand an outline of arrangements for the rapid expansion of the air forces of the respective countries, and the Dominions had signified their ready acceptance of the proposals.

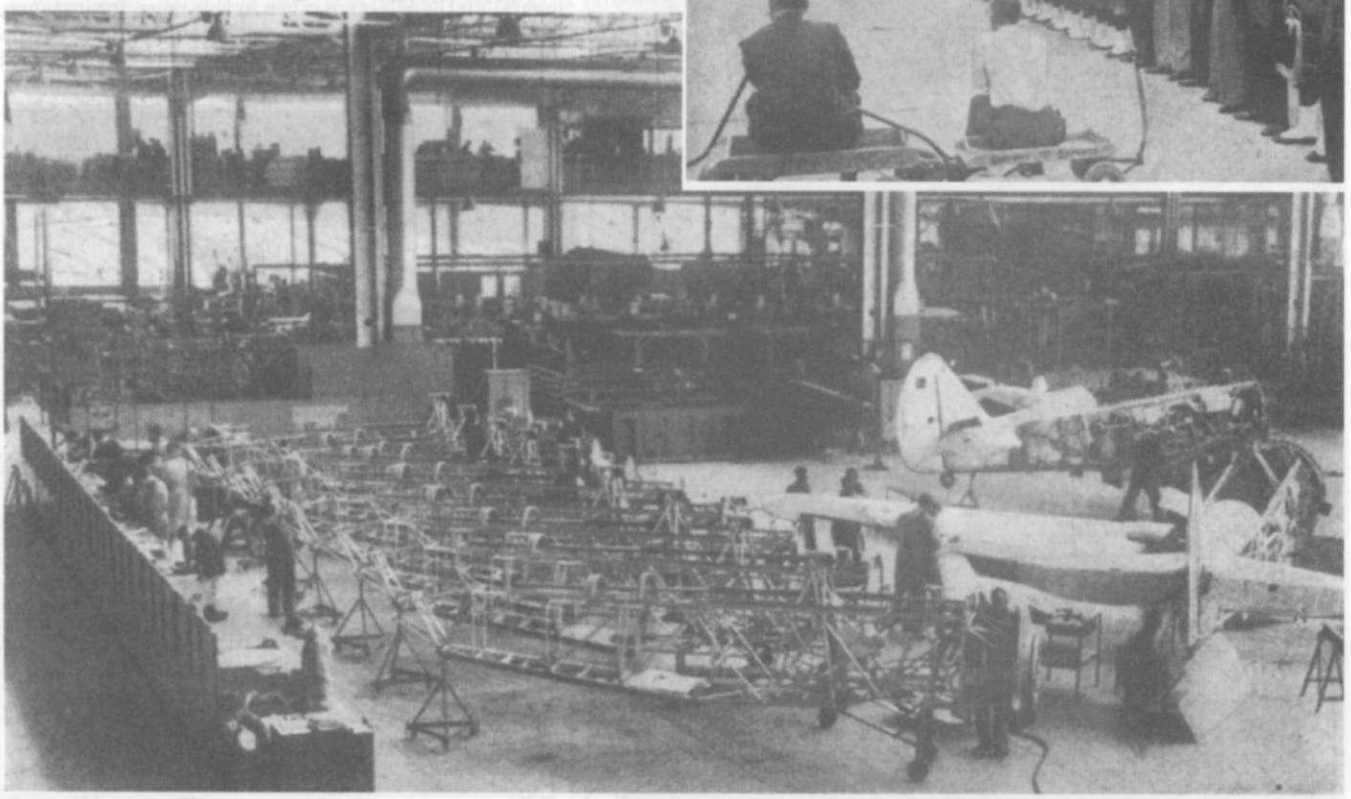
Training schools, he proceeded, would be established and maintained in each of these Dominions, but the more comprehensive and technical facilities required for advanced training, apart from those available in Great Britain, would in the main be concentrated in Canada. To the Canadian centres would proceed personnel from the more elementary schools in Australia and New Zealand and also in this country; there they would receive, with similar personnel from Canadian schools, the advanced training designed to fit them for all service in the line.

To facilitate this large concentration of advanced air training in Canada, a technical mission headed by Lord Riverdale—better known, perhaps, as Sir Arthur Balfour, the great steel magnate—has been sent to Canada to consult there with corresponding missions from Australia and New Zealand. For various reasons the Government of the Union of South Africa prefers to train her air force personnel at home. "But," commented Sir Kingsley Wood, "the Union authorities intend to make their training as complete as possible, and to expand their air force to the fullest extent of their resources."

Meanwhile in Australia the work of aircraft production has forged ahead. "The Commonwealth aircraft factory," said Mr. R. G. Casey, the Minister of Supply, in a broadcast delivered on October 16, "is now turning out enough 'planes to rearm a squadron every three weeks." Mr. Casey went on to say that the Australian Government planned to construct aircraft on a large scale so that Australia could supply the other Dominions as well as herself. Taken in conjunction with the fact that Australia was now making her own artillery, machine-guns, armoured cars, and every type of shells and bombs, it would be seen that the Commonwealth was rapidly becoming an Empire arsenal.

Well might Sir Kingsley Wood, in concluding his speech in the House of Commons, pay a tribute to the vision and imagination of the Dominion statesmen who are responsible for these striking developments in Empire policy.

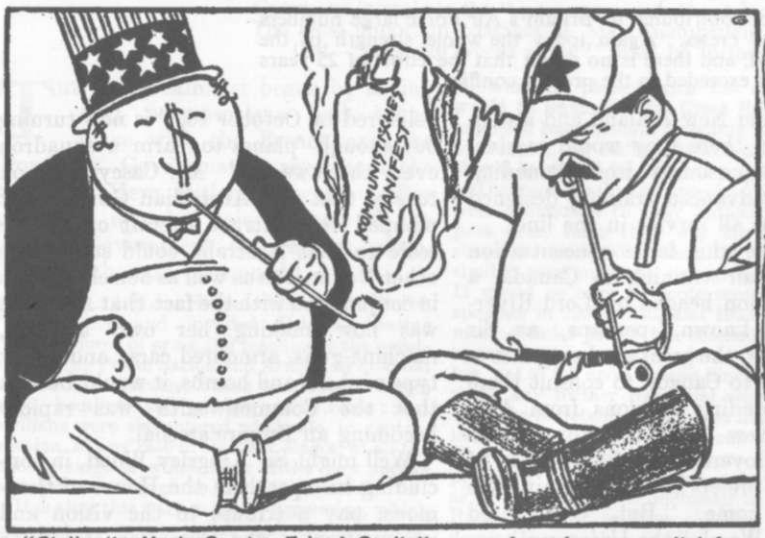




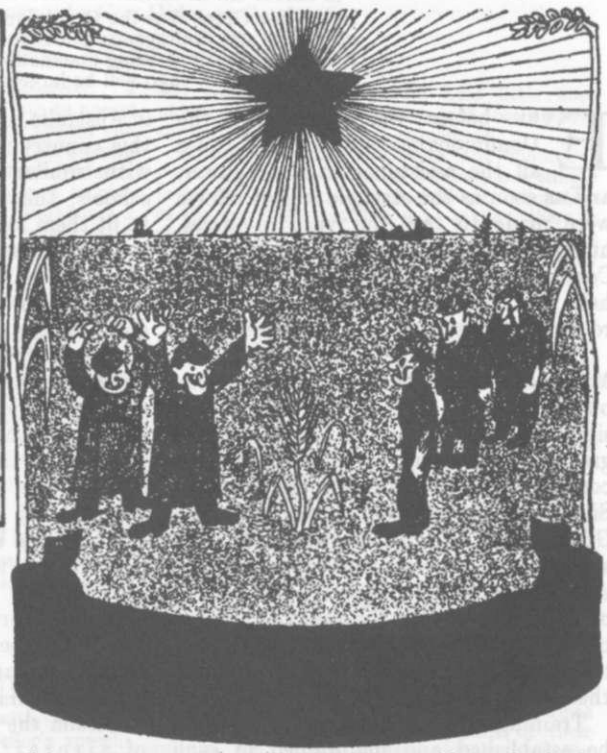
The war effort of the Dominions includes both men and material. Above, men of the Essex Scottish Highlanders are lining up at Windsor, Ontario. The regiment which is being brought up to full strength for service overseas is linked with the British Essex Regiment. Below, a scene in the Melbourne factory of the Commonwealth Aircraft Corporation, where Wirraway two-seater general-purposes craft are under construction. This is an adaptation of an American make built under licence. Machines to equip a squadron are completed every three weeks.

Photos, Sport & General and Wide World

How They Saw Each Other—'Only Yesterday'!



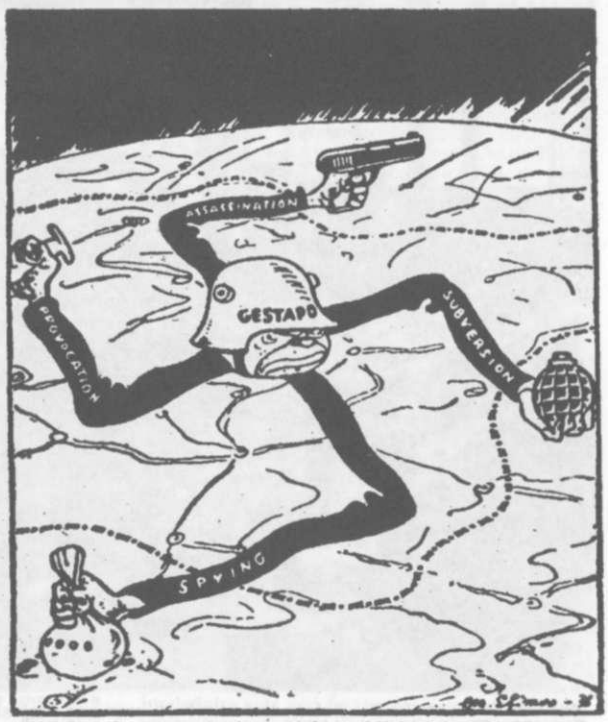
"Stalin (to Uncle Sam): Friend Capitalism, as I need more capital for industry I will smoke the Pipe of Peace." This cartoon appeared in the famous German comic periodical "Kladderadatsch" in 1938, when Moscow was said to be seeking American financial aid.



"A great event on a collective farm—a blade of wheat actually grows." This sarcastic pictorial comment on Russia's farming experiment appeared in the Berlin paper "Die Brennessel" before the German-Soviet Pact.

POLITICAL cartoonists are among the shock-troops of propaganda, and in all the Totalitarian States their services have been enlisted with a view to pillorying the personalities and deriding the principles associated with the opposing ideology. In Nazi Germany and Soviet Russia the cartoonists have been particularly busy, and here in this page we give further examples of this pictorial warfare conducted when the two systems were supposed to be poles apart.

BUT the political leopard often changes his spots, and it must be sad, and instructive, to turn the files and see how the cartoonists have reflected the changing moods of the various propaganda departments. In the selection given in this page, for instance, the cartoonists show us how Germany and Russia regarded each other—*before* the German-Soviet Pact!



"We are one people. There is no opposition to the Third Reich," was the caption to the cartoon above, left, published in the Moscow "Krokodil." The self-explanatory cartoon above, right, appeared in the Russian daily newspaper "Izvestia." The wording on the original was, of course, in Russian. In other pages of "War Illustrated" have appeared extracts from Nazi writings and speeches against Soviet Russia. The cartoons here reproduced show that the wordy warfare was conducted pictorially as well as verbally.

Make-Believe—But Very Like the Real Thing

A first-aid party has been called upon at a moment's notice to deal with all sorts of imaginary injuries. Above, Admiral Sir Edward Evans watches their work. Right, the Auxiliary Fire Service is called upon to extinguish a fire of wood pavement blocks under the same eagle eye.

Photos, Central Press and Planet News

ADMIRAL SIR EDWARD EVANS, who won fame in the last war as "Evans of the Broke," is one of the two Commissioners for Civil Defence in the London Region. He has introduced the practice of having surprise exercises for the A.R.P. organizations in his charge instead of prearranged exercises. His method is to call on a local A.R.P. controller, inform him that an air raid is in progress, point out on a map where bombs have fallen and state the damage. The whole staff at once takes action.

In danger zones elaborate preparations to deal with casualties during air raids have been made. In one borough near the Thames estuary a complete underground bomb-proof hospital has been built. The first waiting-room is seen in the photograph above, and the strength of the structure is noticeable. In the photograph centre right, a "casualty" is being brought into the hospital during air-raid practice.

Photos, John Topham

WHEN HITLER HOISTED THE PIRATE'S FLAG

On his return to England from Berlin, Sir Nevile Henderson, Britain's Ambassador to Germany from 1937 to the declaration of war, prepared his "Final Report" (Published by H.M. Stationery Office, Cmd. 6115), from which the passages quoted below are taken.

IF the nose of Cleopatra had been shorter, said a clever French writer, the whole face of the earth would have been changed. If Field-Marshal von Blomberg had not married his typist, then world history since the spring of 1938 might have taken a very different course.

This is the opinion of no less an authority than Sir Nevile Henderson, Britain's Ambassador in Berlin, expressed in his official Report to Lord Halifax on the circumstances leading to the termination of his mission on the outbreak of the Anglo-German war. He writes that he is more than ever convinced of the major disaster which the Blomberg marriage involved, owing to the consequent elimination of the more moderate and independent of Hitler's advisers, including Blomberg himself, Baron von Neurath, and General Fritsch.

The Dictator's "Yes-Men"

"The tragedy of any dictator is that, as he goes on, his entourage steadily and inexorably deteriorates. For lack of freedom of utterance he loses the services of the best men. All opposition becomes intolerable to him. All those, therefore, who are bold enough to express opinions contrary to his views are shed one by one, and **he is in the end surrounded by mere yes-men,** whose flattery and counsels are alone endurable to him."

"WHEN a decision has to be taken," Marshal Goering told Sir Nevile once, "none of us count more than the stones on which we are standing."

No one could accuse the Ambassador of being an unkind critic of Nazism; indeed, such criticisms as there have been of Sir Nevile's mission in Berlin are from the opposite angle. In his final report he refers to the great achievements of the man who "restored to the German nation its self-respect and its disciplined orderliness." Although they were accompanied by detestably tyrannical methods, many of the Fuehrer's social reforms were carried out on highly democratic lines.

Shocked Public Opinion

"Nor was the unity of Great Germany in itself an ignoble ideal . . . It was not the incorporation of Austria and the Sudeten Germans in the Reich which so much shocked public opinion in the world as **the unscrupulous and hateful methods which Herr Hitler employed** to precipitate an incorporation which would probably have peacefully come in due course of its own volition and in accordance with the established principle of self-determination."

Yet even these methods might have been endured in a world which sought peace if Herr Hitler had been willing to accord to others the rights which he claimed for Germany. But it was not to be.

"Revolutions are like avalanches, which once set in motion cannot stop till they crash to destruction at the appointed end of their career."

The true background to the events of August 1939 was the Nazi occupation of Prague on the preceding March 15, which involved the "callous destruction of the hard and newly-won liberty of a free and independent people" and Hitler's deliberate violation by this act of the Munich Agreement which he had signed not quite six months before.

Hitler's True Colours

"Up to last March the German ship of State had flown the German national flag, and in spite of the 'sickening technique' of Nazism it was difficult not to concede to Germany the right both to control her own destiny and to benefit from those principles which were accorded to others. On March 15, by the ruthless suppression of the freedom of the Czechs, **its captain hoisted the skull and crossbones of the pirate, cynically discarded his own theory of racial purity** and appeared under his true colours as an unprincipled menace to European peace and liberty."

It must be left to history to determine whether Hitler could have acted otherwise; we cannot tell how far he himself believed in the truth of the tales of atrocities against the Germans which featured so largely in the Czech Crisis, and a year later were "rehashed up almost verbatim in regard to the Poles."

German "Will to Believe"

"Germans are prone in any case to convince themselves very readily of anything which they wish to believe. Certainly he behaved as if he did believe, and, even if one may give him the benefit of the doubt, **these reports served to inflame his resentment to the pitch which he or his extremists desired.**"

FOR a week, indeed, Herr Hitler did hold up the war. He told our Ambassador that he preferred war when he was fifty to when he was fifty-five or sixty, but his actions proved that up to the last he was hopeful of being able to detach Britain from the ranks of his enemies.

"It was not the horrors of war which deterred him," says Sir Nevile; and in another passage he gives his impression that **"the corporal of the last war was even more anxious to prove what he could do as a conquering Generalissimo in the next."**

A NUMBER of indications—for example, the introduction on August 27 of a system for the rationing of foodstuffs and other commodities throughout Germany—go to show that the war should have begun on August 26, but Hitler hesitated in order to make one final effort to secure Britain's neutrality.

There is no reason to doubt that Herr Hitler was perfectly sincere in his desire for good relations with Great Britain. It was at Hitler's own suggestion that Sir Nevile flew to London on the very eve of war in order to put before the Cabinet Hitler's latest proposals.

"I felt it my duty to tell him quite clearly," he writes, "that my country could not possibly go back on its word to Poland, and that, however anxious we were for a better understanding with Germany, we could never reach one except on the basis of a negotiated settlement with Poland."

"THE Fuehrer," writes Sir Nevile in one of the most interesting passages in his Report,

"will prove in the future a fascinating study for the historian and the biographer with psychological leanings. Widely different explanations will be propounded, and it would be out of place and time to comment at any length in this despatch on this aspect of Herr Hitler's mentality and character. But he combined, as I fancy many Germans do, admiration for the British race with envy of their achievements and hatred of their opposition to Germany's excessive aspirations.

"It is no exaggeration to say that he assiduously courted Great Britain, both as representing the aristocracy and most successful of the Nordic races, and as constituting the only seriously dangerous obstacle to his own far-reaching plan of German domination in Europe. This is evident in 'Mein Kampf,' and, in spite of what he regarded as the constant rebuffs which he received from the British side, he persisted in his endeavours up to the last moment."

Analysing the Fuehrer

"Geniuses are strange creatures, and Hitler, among other paradoxes, **is a mixture of long-headed calculation and violent and arrogant impulse provoked by resentment.** The former drove him to seek Britain's friendship and the latter finally into war with her. Moreover, he believes his resentment to be entirely justified. He failed to realize why his military-cum-police tyranny should be repugnant to British ideals of individual and national freedom and liberty, or why he should not be allowed a free hand in Central and Eastern Europe to subjugate smaller and, as he regards them, inferior peoples to superior German rule and culture.

He believed he could buy British acquiescence in his own far-reaching schemes by offers of alliance with and guarantees for the British Empire. Such acquiescence was indispensable to the success of his ambitions and he worked unceasingly to secure it. **His great mistake was his complete failure to understand the inherent British sense of morality, humanity and freedom."**

SO it was that on the morning of Monday, September 4, a little party—thirty men, seven women and two dogs, says Sir Nevile with a whimsical touch—left the British Embassy in Berlin on their way home. There was no sign of hostility; the streets of the capital were practically deserted.

"There was nothing to indicate the beginning of a war which is to decide whether force is to be the sole arbiter in international affairs; whether international instruments solemnly and freely entered into are to be modified, not by negotiation, but by mere unilateral repudiation; whether there is to be any faith in future in written contracts; whether the fate of a great nation and the peace of the world is to rest in the future in the hands of one man; whether small nations are to have any rights against the pretensions of States more powerful than themselves; in a word, whether government of the people by the people for the people is to continue in this world, or whether it is to be replaced by the arbitrary will and ambition of single individuals regardless of the peoples' will."

We Were Rescued from the 'Royal Oak'

In the early hours of October 14, 1939, when the battleship "Royal Oak" was torpedoed in the harbour at Scapa Flow, 810 officers and men lost their lives. Those who managed to survive the ordeal had great difficulty in reaching safety, as is shown by the following stories reprinted from the "Daily Telegraph" and "Daily Express."

VINCENT MARCHANT, 18, of Doncaster, described how he was asleep in his hammock when the first explosion occurred.

"I ran to the upper deck to see what happened," he said. "There was a second explosion twenty minutes later, followed by a third and then a fourth. By that time the ship was tilting. She was sinking rapidly.

"Remembering what happened on the 'Courageous' and the lesson that taught us, I stripped myself of all my clothing and, tying my safety belt around my waist, dived into the water. Searchlights were playing over the surface and I could see hundreds of heads bobbing around.

"Great volumes of oil started to belch up to the surface. My eyes started to smart and the faces of all the men swimming in the water turned a greasy black. I was caught in a searchlight for several minutes and saw that two of my pals were swimming alongside me. Later, however, they had cramp and disappeared.

"A small boat passed near at hand with someone on board shouting for survivors. I 'ahoyed,' but they evidently did not hear me and the boat disappeared into the darkness.

"I swam and swam for I don't know how long, but I must have gone about a mile and half when I felt the rock under me. I scarcely remember what happened after that. It was like a nightmare.

"I have just a vague recollection of climbing up the sheer face of a cliff about 20 to 30 feet high.

"Another figure was climbing behind me, but he slipped and crashed among the rocks below. He must have been killed or drowned. I lay down on the top of the cliff and lost consciousness.

"Then I heard someone shouting from the direction of the sea. They told me not to try to climb down again as they would send someone along the top of the cliff."

Another survivor was Paymaster-Lieutenant Harrison, of Glasgow, whose birthday was just fifty-eight minutes old when the first explosion occurred. This is his story:

"I was in the mess at two minutes to one when I heard a minor explosion.

"I was just about to open a parcel from my wife—a birthday present—but I replaced the string and went up on deck.

"Three minutes after I left the mess there was a violent explosion. I was pitched forward.

"Then there came another explosion. I joined a queue and was making to go overboard on the port side when there came a fourth explosion.

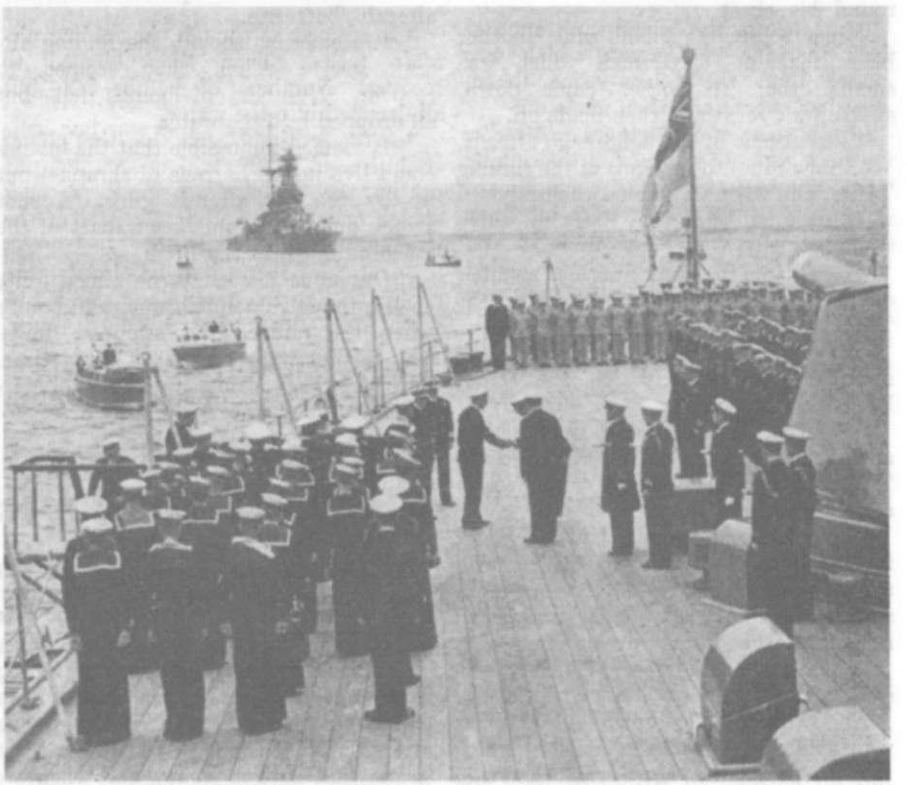
"I managed to get to a canvas lifeboat, but after I had clung to it for a while another poor fellow arrived almost exhausted. I hoisted him into my grip on the boat and swam away.

"A piece of wreckage came along and I used it for swimming support. Later I bumped into a log, and with wood support under both arms I swam to a drifter and was taken aboard.

"It was a lucky birthday for me."

Lieutenant Harrison still has his birthday present. He was clinging to it when he was rescued.

Rear-Admiral H. E. C. Blagrove was among the officers lost when the "Royal Oak" went down. He had been appointed Admiral Superintendent of Chatham Dockyard as from October 2. *Photo, Keystone*



H.M.S. "Royal Oak" was one of the ships inspected by the King during his visit to the Home Fleet in Weymouth Bay, June 20-23, 1938. His Majesty is here seen coming on board the ship. The "Royal Oak" then formed part of the 2nd Battle Squadron. *Photo, L.N.A.*

I WAS THERE!

What We Saw of the First Air Raid on Britain

At about half-past two in the afternoon of Monday, October 16, German 'planes began a series of bombing raids on warships in the Firth of Forth. The following eye-witness stories are reprinted from the "News Chronicle," "Daily Mail," and "Daily Express."

A THRILLING story of the shooting down of the bomber which fell in the sea off Crail was given by the crew of a fishing boat which rescued from a watery grave three of the crew of four of the German machine.

These three were landed at Port Seton, a little fishing village a few miles along the east coast from Edinburgh.

The fishing vessel was the "Day Spring," which had been fishing near the May Island and was returning to Port Seton with her catch.

Mr. John Dickson, Jnr., whose father is the skipper of the vessel, said: "About three o'clock we were returning home when we saw a large black aeroplane travelling at a high speed.

"It was being pursued by two British fighters and they made rings round it. They dived underneath it and then circled up again. They both started firing into the tail of the German.

"The German 'plane swept round in a circle and then suddenly heeled over and flopped into the sea.

"One wing struck the water first, and the machine floated for a short time. When we came up three of the crew were clinging like grim death to an air-compressed lifebuoy, and each of the men also had a lifebelt of similar construction round his chest.

"Just before the 'plane sank another black machine—a German which was smaller than the other—came down, swept low over it and then made off.

"I saw some of our fighters go after it. We threw ropes to the crew of the sinking 'plane, and when we hauled them aboard we discovered that they were all three wounded.

"They told us that another member of the crew had gone down with the 'plane.

"They were all young chaps. The man who appeared to be the senior had a bad eye injury.

"Another had been shot in the ribs, and we stretched him out on the deck. The third man had been shot in the arm and it was broken.

"The three men were very grateful for being rescued, and the leader, who spoke English fairly well, took a gold signet ring from his finger and gave it to my father for saving his life.

"'This is a ring for saving me,' he said."

An Edinburgh commercial traveller, who spoke to the pilot when he landed, told a reporter that the German had said to him: "We were much too slow to get away from the first British fighters."

ONE of the most dramatic eye-witness stories came from a passenger in the 2.30 train from Edinburgh to Dunfermline.

Mr. David Archibald, of Dunfermline, said: "At Dalmeny we were told that an air raid was in progress and it was left to our own discretion whether we would continue the journey across the Forth Bridge. Most of us decided to continue.

"As the train travelled slowly across the bridge two 'planes, one near the south shore and one to the north shore of the Forth, appeared to dive over us and bombs were dropped near the bridge.

"A huge column of water shot up."

One of these 'planes dived so close to the water, said other watchers, that the pilot had to go under a span of the bridge to straighten out.

MR. PETER WALKER, Provost of South Queensferry, saw the whole of the raids from his house two miles away.

He said: "I heard a terrific explosion, and saw a great waterspout rising from the river into the air.

"A bomb was released, and I could plainly see it fall.

"More 'planes came over. A terrible hail of shells went up from the anti-aircraft batteries.

"It seemed as though the raiding aircraft reeled. Then they seemed to recover. Numbers of bombs fell—but all dropped into the water.

"It seemed impossible that the 'planes could live in the barrage of shrapnel put up by the anti-aircraft guns. A shot struck one 'plane and I saw part of the machine fall into the Firth.

"Our guns seemed to be aimed quite coolly, though I counted about 20 bombs when the raiders first swooped down. The 'planes were beaten off for a time, but back they came, apparently determined to bomb the Forth Bridge.

"It was only after the first bomb had been dropped—a few minutes after 3 o'clock—that I heard an air raid siren go. Just as I heard it I saw a single German 'plane coming across the river.

"I heard a number of terrific explosions, but so far as I could see no damage was done. Anti-aircraft forced this machine to retire. After a few minutes of this amazingly hot attack and equally active defence a number of speedy British fighters streaked over in pursuit of the Germans."

A VETERAN of the last war gave the following account of the raid.

"We heard a burst of machine-gun fire, followed by the sound of an anti-aircraft shell bursting. Then the siren sounded. Marines came round shouting to us to take cover, but I saw some young workmen climb up on the rooftops to watch. "We saw 'planes coming over very high, perhaps 15,000 feet. They dodged in and out of white, woolly clouds against the blue sky. One separated from the others and went on up the Forth. Anti-aircraft shells began to burst round them like bunches of grapes.

"One of the machines came plunging down, and dived into the Forth, leaving a trail of blue smoke. From 3 to 3.30 the 'planes circled overhead. I heard two heavy detonations, like bombs dropping. The ground around us was peppered with shrapnel.

"I saw the enemy 'planes rocking as the 'Archies' burst around them.

"After a quarter of an hour another of the 'planes nose-dived, then flattened out level with the top of the Forth Bridge and disappeared seawards, followed by bursting shells.

"The other 'planes went over towards Edinburgh. Firing ceased, and British fighters appeared and criss-crossed above the Forth as though searching for something.

"Then the 'plane which had gone up the Forth reappeared, flying at about eight or ten thousand feet, right in the eye of the sun. Our fighters forced it into the barrage of anti-aircraft fire and it suddenly went into a dive, levelled out, dived again and crashed."

I Followed Warsaw Raiders with My Camera

When the war broke out, Mr. E. G. Calcraft, the author of this dramatic contribution, was in Poland taking photographs for the Planet News Ltd. and a number of his striking pictures have appeared in the pages of WAR ILLUSTRATED.

THE first I knew of the war was when the 'plane in which I was travelling from Riga to Warsaw was chased by a German single-seater scout machine, soon after we left Vilna. We were a fast 'plane and so got away, but when we arrived at Warsaw we found that there were eight bullet-holes in our machine.

In Warsaw I experienced nine air raids in three days. The people were quite calm and at first quite a number remained in the streets. I had an official permit to do so, and so I was able to watch the fighting. Not that there was very much of a fight, for though the Polish anti-aircraft guns were very good,

I WAS THERE!

they seemed to fire a bit late all the time, and as for the Polish 'planes, most of them had been caught on the ground and destroyed.

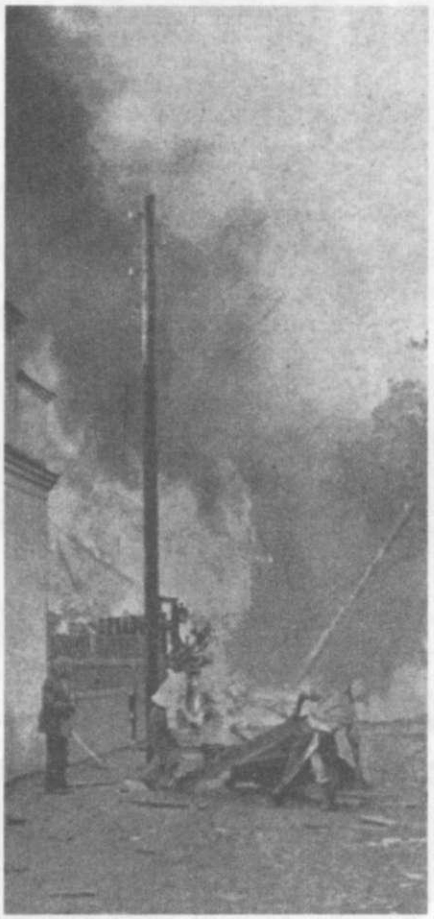
On Saturday, September 2, we had raids at 6.30 in the morning, at 12 o'clock, and at 4.30. In between I took photographs of the scenes at the British Embassy, more particularly when Colonel Beck came down to see our Ambassador, Sir Howard Kennard.

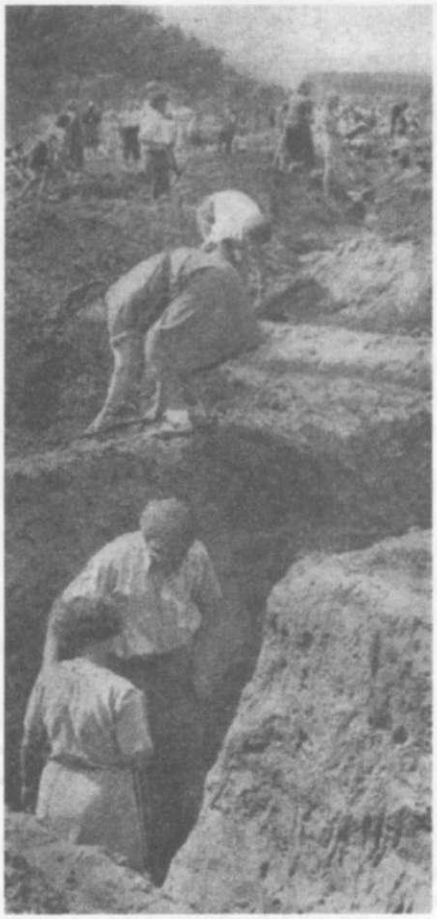
The worst of the raids in my experience was the 4.30 raid on Monday afternoon. As soon as the 'planes had passed I went to the actual area where the bombs had fallen in the Praga district. The first sight I got of it was the injured and dead lying about in the street. Whole rows of houses were blazing. They belonged to working-class people, small cottages and villas, nowhere near any military objective. Even the nearest bridge across the Vistula was easily a kilometre and a half away.

Little children had been terribly cut by the glass and debris, and women were searching among the wreckage for their children. When they could not find them they just went mad, and some of them were put in police cells. Some were rolling in the streets, crying and screaming. My worst incident was when the butcher who had been killing cattle in the yard of his butcher's shop found that his twelve-year-old child was in the building which had just been hit with an incendiary bomb. I was taking a picture, and he thought that I was a German gloating over the damage. He came towards me with his axe and pinned me against the wall. Fortunately an officer saw what was happening and held him while he explained who I was. Then he came and kissed me on both cheeks.

Many of the photographs of the raids on Warsaw that have appeared in "The War Illustrated" were taken by Mr. E. G. Calcraft, of Planet News, seen above. He risked his life again and again to make this remarkable pictorial record.

Photo, Planet News





These two photographs were among those taken by Mr. Calcraft. Left, a fire caused by an incendiary bomb is being fought. The man on the right was a butcher whose 12-year-old daughter had shortly before been burned to death. Right, young girls in uniform are digging air raid trenches in Warsaw, a work in which thousands of women were employed.

Photos, Planet News

Another picture that sticks in my mind is when I ran up to where a bomb had fallen and saw two policemen leading an old lady away. She had been blinded by the blast of a bomb.

The 'planes were flying at about 7,000 feet. They had a trick of pretending that they were hit and coming down as low as within 400 feet of the ground, then they would suddenly straighten out and release all their bombs.

After nine raids I had had enough, especially as in one of them I got a cracked jaw from falling debris. So I went to the Foreign Office on the Monday and got a permit to leave, and caught the 12 o'clock train that night to Riga.

Normally the journey takes eight hours, but it took me five days, and we were bombed ten times on the way. When a raid was in progress the train was stopped and we could get out or stay in it as we liked. There was no food on the train and the cackling of hens, etc., told us where to find something to eat. We waited 4½ hours at Vilna, but we were well over the frontier into Lithuania before the first of the Russians made their appearance.

We Saw the U-Boat Captain a Prisoner

The French liner "Bretagne," with 360 passengers and crew, was torpedoed in the Atlantic on October 14, 1939. Fortunately, the survivors were picked up from the boats by a British warship. The following story is reprinted from the "Daily Telegraph."

THE French liner "Bretagne," with 360 passengers and crew, was torpedoed in the Atlantic on October 14, 1939. Fortunately, the loss of life was very small, as the survivors were picked up from the boats by a British warship.

How a German submarine followed in the wake of the "Bretagne" "like a shark," disabled the wireless apparatus by gunfire and torpedoed the vessel while the passengers and crew were taking to the boats, was told by M. Jose Germain.

"At dawn on Saturday, when we were 300 miles from land, the ship's siren awakened us and we knew that we were being hunted by an enemy submarine. We tried to escape by putting on full speed and steaming a zigzag course, but the U-boat grimly followed in our wake.

I WAS THERE!

The survivors of the French liner "Bretagne," which was sunk by a submarine in the Atlantic on October 14, were landed at a British port. Some of them are here seen being cared for by sailors in the traditional way of the British Navy. The "Bretagne" was a ship of 10,108 tons belonging to the Compagnie Générale Transatlantique. She carried about 360 people, including 125 passengers. Five of the crew and two passengers were killed by the explosion.
Photo, Associated Press

"Gradually it caught up with us and then circled slowly round. The tense silence was suddenly broken as the submarine opened fire without warning and shelled the ship's radio cabin, seriously wounding the operator.

"We were ordered to the boats, and the officers, by their example and efficiency, prevented any panic. In the middle of this there was a terrific explosion and the ship shivered as though her screws were racing above water. A torpedo had entered No. 2 hold and exploded. Many on board leaped over the side and were picked up by the boats. No one who jumped with a lifebelt was lost.

"For five hours we rowed until we were picked up by a British warship.

"When we were picked up we found the captain of a German U-boat on board. He had been taken prisoner not far from the spot where we were torpedoed after having sunk a British cargo boat."

These survivors from the "Bretagne" are waiting to be fitted out with clothes after being landed at a British port.
Photo, Sport & General

How We Dodged the British Navy

One of the mysteries of the early days of the War was the disappearance of Germany's crack liner, the "Bremen," after she sailed from New York on August 30. It was eventually established that the liner had reached the Russian port of Murmansk.

ONE of the crew of the "Bremen" was Evert Post, a Dutchman who, on reaching Amsterdam, told the story of his voyage to the newspaper "Het Volk."

"After we left New York on August 30 we went at top-speed," he said. "During the night we carried no lights, and no one was allowed even to light cigarettes on deck. In daytime all hands were in the lifeboats with pots of paint and long brushes, painting the hull a greyish colour. No radio reports were sent out.

"On September 3 Captain Ahrens called everybody into the saloon and told us war had broken out.

"'I swear solemnly,' he said, 'that the English won't get me alive, nor my ship. I prefer to sink her.'

"The crew answered with 'Hochs' and gave the Nazi salute. Next day the captain again called us together and said:

"'Between England and Iceland, where we are now, British warships are watching every ten miles. We are in the lions' den.'

"Every day lifeboat drill was held. The forepart of the ship was evacuated, in case we ran into a mine.

"Everywhere on deck were set barrels of petrol, to be set on fire if a British warship came near.

"Everyone wore his best clothes, as we would not have been able to take any baggage into the boats with us. No one slept or undressed.

"The sailors were half-frozen while we were running between Iceland and Spitzbergen, but they did not dare to go below. On the morning of September 6 we sighted the coast of Murmansk and we all cheered. We were approached by a warship, which turned out to be Russian. We anchored in the bay, flying the company's flag, the Russian flag, and the swastika.

"We were not allowed to land, and we spent days watching films and listening to our own band.

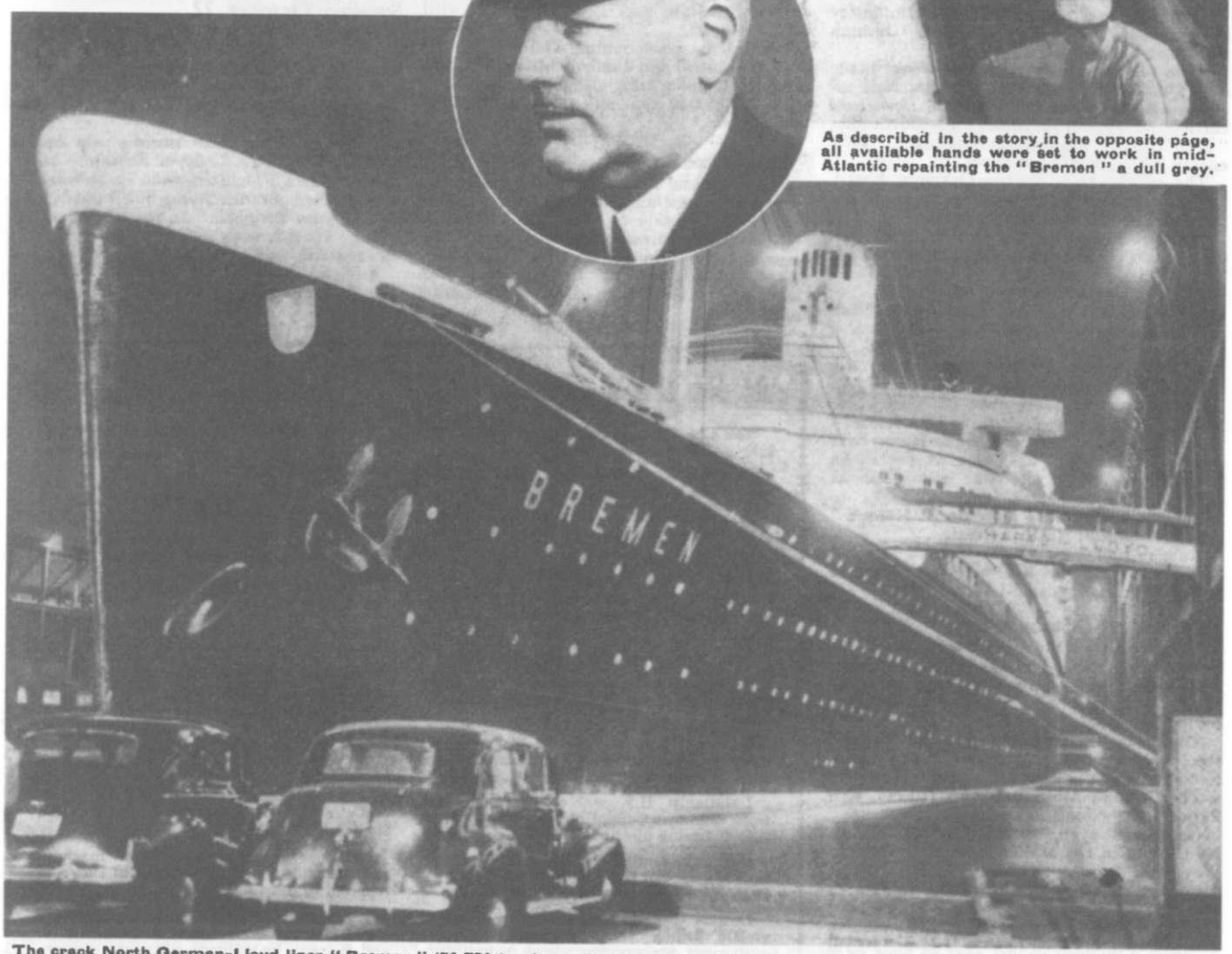
"One day the German Minister came aboard, and told us we would go by train to Leningrad, then by ship to Kiel and Bremerhaven. We started on September 18, each of us with two parcels of bread and sausages, and had an uneventful journey."

I WAS THERE!

The 'Bremen' Runs the Gauntlet from New York to the Arctic

When they heard that war was declared, the crew of the "Bremen" took an oath to sink their ship rather than let it fall into enemy hands.

As described in the story in the opposite page, all available hands were set to work in mid-Atlantic repainting the "Bremen" a dull grey.



The crack North German-Lloyd liner "Bremen" (51,731 tons) was in dock at New York just before the outbreak of war (above), but when it seemed inevitable that war was coming Capt. Ahrens, the skipper (centre), decided that his ship should run the blockade. On August 30, therefore, the great ship slipped out into the Atlantic. Some weeks later it transpired that the "Bremen" was at Murmansk, the Russian harbour within the Arctic Circle. She had arrived there on September 6, after a nerve-wracking voyage of about 4,750 miles.

Photos, Wide World

OUR DIARY OF THE WAR

Monday, October 16

German troops launched an attack on a four-mile front immediately east of the Moselle. They were halted by French gunfire. The enemy attacked later along a 20-mile front east of the Saar. French outposts retired, according to plan, to lines of defence well in front of the Maginot Line.

Two enemy air raids were carried out in the Firth of Forth. The first, a reconnaissance raid, took place between 9 a.m. and 1.30 p.m., several aircraft being seen over Rosyth.

At 2.30 p.m. a series of bombing raids began. Twelve to fourteen 'planes took part, four of which were brought down. Slight damage was done to the cruiser "Southampton," and less still to the cruiser "Edinburgh" and the destroyer "Mohawk."

R.A.F. carried out further reconnaissance flights during Sunday night over northern and central Germany, and further leaflets, printed in large type so that they could be read without being picked up, were dropped.

The Polish Embassy in Paris stated that Polish troops were still holding out against German and Russian invaders, notably at Suwalki, in the Carpathians, and in the Pripet Marshes at Bialowieza.

French steamer "Vermont" sunk by U-boat.

Paris reported the loss by torpedoing of the tanker "Emile Miguet."

Tuesday, October 17

French command reported sharp infantry engagements following the two German attacks of Monday.

Two German air attacks were made over the north of Scotland. The first raid, at 10.30 a.m., and directed at Scapa Flow, was carried out by four machines. The battleship "Iron Duke" suffered some damage. Two enemy 'planes were shot down.

The second raid, on the Orkneys, lasted from 12.30 to 2.30, and was carried out by ten 'planes. No damage was done.

Enemy aircraft were active near the east coast of Britain during the afternoon. Two were destroyed in a fight with R.A.F. All British aircraft returned safely.

Reported that the first of the two **British Army Corps in France** had taken over a section of the front.

Turkish Prime Minister announced that negotiations between Turkey and Moscow had been broken off, and that M. Sarajoglu, Foreign Minister, was returning to Ankara.

Mr. Churchill announced in the House that the "Royal Oak" was lying at anchor in Scapa Flow when she was torpedoed at 1.30 a.m. on October 14.

Norwegian steamer "Lorentz W. Hansen" reported sunk in North Atlantic.

Officers and crew of the British steamer "Sneaton" sunk by a U-boat were brought to port by a Belgian oil-tanker.

Wednesday, October 18

Paris reported great activity behind the German lines, but no renewal of the attack.

Enemy aircraft approached Scapa Flow; no bombs were dropped. They were engaged by heavy anti-aircraft fire.

The Kings of Norway and Denmark and the President of Finland arrived in Stockholm to confer with the King of Sweden.

The German Ambassador to Turkey, **von Papen, was recalled** by his Government.

General Wavell, commander of British land forces in the Middle East, and General Weygand, former chief of French General Staff, arrived in Ankara by air for talks with the Turkish General Staff.

The Admiralty announced that 24 officers and 786 men lost their lives in H.M.S. "Royal Oak," out of a complement of 81 officers and 1,153 men.

Reported that two British liners, "City of Mandalay" and "Yorkshire," had been torpedoed in the Atlantic. U.S. steamer "Independence Hall" picked up 300 survivors.

R.A.F. aircraft made a successful night reconnaissance over north-west Germany.

Thursday, October 19

Heavy rain held up operations on the Western Front. Some German outposts were stated to be flooded.

Anglo-French Treaty with Turkey was signed at Ankara. The terms provide for mutual assistance in the event of an act of aggression by a European Power against any of the signatories, leading to war in the Mediterranean area. The Treaty has been concluded for 15 years.

Two German airmen, half the crew of a bomber shot down over the North Sea on Tuesday, drifted ashore in a collapsible rubber boat at Whitby.

German balloon, to which a long wire cable was attached, came down in a field at Cruden, Aberdeenshire.

Sir Kingsley Wood returned to London from a 2-days visit to France to inspect the R.A.F. units.

The Scandinavian monarchs and the President of Finland broadcast declarations of mutual solidarity and of Finland's determination to preserve her integrity.

Ministry of Transport announced that in September, first month of the black-out, the total number of persons killed on the roads of Great Britain was 1,130, compared with 617 in August.

During the week ending October 14, the British Contraband Control intercepted and detained 23,000 tons of goods, making a total of 338,000 tons since the beginning of its activities.

Friday, October 20

The Western Front generally was quiet. There was patrol and reconnaissance activity between the Moselle and the Saar.

German reconnaissance aircraft appeared twice over the Firth of Forth area. R.A.F. fighters took off to meet them, but the enemy 'planes disappeared before contact could be made.

King George and the President of Turkey exchanged telegrams expressing mutual satisfaction over the signing of the Treaty between Britain, France and Turkey.

Mr. R. G. Menzies, Prime Minister of Australia, announced the re-introduction in January, 1940, of compulsory military training for home service.

It was announced that Hitler has signed a decree by which 3,000,000 Jews now living in Poland will get their own territory in East Poland, with a Jewish capital at Lublin.

Saturday, October 21

A British convoy in the North Sea was attacked by twelve German raiders. They were engaged by British fighters and escort vessels, and **four enemy aircraft were brought down.** No casualties were suffered by British aircraft, nor was any damage done to the convoy or escort.

There was heavy artillery action from both sides on the Western Front.

Hitler summoned all Nazi district leaders throughout the Reich to "important consultations" in Berlin.

Finnish delegation left Helsinki for Moscow with new instructions for the resumption of negotiations with the Soviet Government.

Mr. Hore-Belisha, Minister for War, broadcast a review of the position at the end of the seventh week of conflict.

Italo-German agreement for the transfer to the Reich of German citizens in South Tyrol was signed.

German minefield patrol vessel "Este 710" struck German mines in the Baltic and sank.

Sunday, October 22

Paris reported that, apart from sporadic artillery exchanges, the Western Front had been generally calm since the French took up their new positions. No-man's-land on the Moselle-Rhine front was said to be still a sea of mud.

There were **further enemy air operations** off the East Coast of Britain. In the morning R.A.F. fighters went up to intercept unidentified aircraft flying northwards. No bombs were dropped. In the afternoon two enemy aircraft were seen over the south-east of Scotland, and **one was shot down.**

General Wavell and General Weygand eft Ankara at the conclusion of successful talks with the Turkish General Staff.

It Is Said That . . .

The Luxemburg dialect is now the official language of the Grand Duchy.

Ex-Kaiser's allowance of £350 a month has been stopped by Hitler's orders.

Stalin's hurried grab at the Baltic States attributed to the wish to forestall Hitler.

A total Continental blockade of England has been planned by Dr. Schacht.

R.A.F. leaflets, drifted over Dutch frontier, were sold for Red Cross for 6s. 8d.

Youths of 18 need no longer obtain the consent of their parents to serve the Reich.

The Gestapo have confiscated all headphones; discovery of their use entails heavy penalties.

Twelve German deserters, armed and carrying a machine-gun, surrendered at the Belgian frontier.

Isolationist U.S. senators have received from unknown source photograph of Hitler with flattering inscription.

New York family tried living on Nazi wartime rations, but became in a week "morose, irritable and discontented."

Despite Nazi denials of any intention to violate Dutch territory, Dutch military authorities are pressing ahead with fortifications on their eastern frontier.

German workers are being taught Russian.

War weariness is already rife among the German population.

Germans are being kept in ignorance of their own losses in the air.

"Germany fights against injustice; England to preserve it." (*German Radio*)

Nazis call pamphlets dropped by R.A.F. "clergymen's bombs."

Loot secured in Poland far exceeds that obtained in Czecho-Slovakia.

Art treasures and valuable furniture, textiles and metals are dispatched to German homes.

"The soldier's wife is a very remarkable woman." (*Mr. Ernest Brown, Minister of Labour*)

Nazi broadcasters consider the song "We're Going to Hang Our Washing on the Siegfried Line" is in very bad taste.

Dr. Fritz Thyssen, German steel magnate and erstwhile friend and backer of Hitler, is reported to have fled from the Reich.

A secret "safety" air lane has been established between England and France, and is used by military missions, couriers and official personages.